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Monday, June 14, 1971
Jyaistha 24, 1893 (Saka)

LOK SABHA DEBATES

Second Session

LOK SABHA SECRETARIAT
New Delhi

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(Fifth Series, Vol. III, 2nd Session, 1971)

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LOK SABHA

Monday, June 14, 1971/*Jyaistha* 24, 1893 (*Saka*)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Use of Plastic Cornea for Blinds

*451. SHRI M. M. JOSEPH: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the plastic cornea has been found useful to the blind and tests carried out in the country;

(b) the approximate cost of each cornea; and

(c) the progress achieved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (c). In view of the small number of cases studied so far it would be difficult to conclude regarding the usefulness of plastic cornea to the blind.

(b) The cost of plastic cornea produced in India varies from Rs. 250/- to Rs. 500/-.

SHRI M. M. JOSEPH: May I know the names of the institutions where these operations have been performed?

SHRI D. P. CHATTOPADHYAYA: One is Rajendra Medical College and Hospital, Patiala and the other is the Dr. Rajendra Prasad Centre for Opthalmic Sciences in the All India Institute of Medical Sciences.

SHRI N. K. SINHA: I think there were some legislations in States enabling donation of human cornea by living persons. May I know its progress in various States?

SHRI D. P. CHATTOPADHYAYA: So far as human cornea is concerned, we have no exact figures with us. Plastic corneas are being produced at the Dr. Rajendra Prasad Centre for opthalmic Sciences.

MR. SPEAKER: Why should he go out of the scope of the question? The question is only about plastic cornea. We can save time for other members to ask their questions later on.

Setting up of Housing Corporation for Operating Revolving Fund

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*452. SHRI P. GANGADEB:
SHRI S. M. KRISHNA:

Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether no progress has so far been made by the Housing Corporation set up a year ago to operate the proposed Rs. 200 crore revolving fund;

(b) if so, the reasons therefor; and

(c) whether Government propose to drop the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) The Corporation has started functioning with its own duly constituted Board of Directors and from its own office. Out of about 120 housing projects involving a total investment of over Rs. 500 crores received, 5 projects involving an investment of about Rs. 62 crores have so far been tentatively approved subject to certain conditions being fulfilled by the State Governments/ Housing Boards concerned.

(b) The aim of the Corporation is to raise and utilise a corpus of Rs. 200 crores as a revolving fund; this amount was to be raised through governmental allocations, mobilisa-

tion of private savings, long term borrowings from public financing institutions and also assistance from international agencies. Negotiations for loan assistance from Life Insurance Corporation, Unit Trust of India and nationalised banks are under way. As these negotiations have not yet been completed, the Corporation has not been able to sanction loans to finance any schemes.

(c) No, Sir.

SHRI P. GANGADEB: Which are the States where there will be centrally sponsored projects and what will be the initial capital investment?

SHRI I. K. GUJRAL: So far as the submission of schemes is concerned, it is a reasonably long list starting with Andhra, Gujarat etc. About 15 States have submitted 129 schemes involving over Rs. 500 crores.

SHRI P. GANGADEB: Since I am interested in Orissa, may I know if the financial and technical directors have visited Orissa and selected sites and, if so, which are they? If not, what are the reasons therefor?

SHRI I. K. GUJRAL: Orissa have submitted four schemes and they are under examination. No final conclusions have been reached. So far as physical visits are concerned, I am not in a position to confirm at this stage whether any experts are going there or not.

SHRI K. S. CHAVDA: May I know the rate of interest charged by the Housing Corporation on the loans?

SHRI I. K. GUJRAL: The interest varies depending on the social content of the scheme. For instance, out of the five schemes tentatively approved, there is a scheme in Bombay where the rate of interest is 6½ per cent and another with 7½ per cent. Those schemes which have more social content in the sense of providing housing for slum clearance and for people who are living in adverse housing situation the rate of interest will be lower.

मलेरिया उन्मूलन योजना की असफलता

*453. **श्री अटल बिहारी वाजपेयी**: क्या स्वास्थ्य और परिवार नियोजन मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में मलेरिया फिर से फैल रहा है और इसका उन्मूलन करने हेतु सरकार द्वारा किए गए सभी उपाय असफल रहे हैं; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) No, Sir.

(b) Do not arise.

श्री अटल बिहारी वाजपेयी: मंत्री जी ने मलेरिया उन्मूलन अभियान की विफलता के सम्बन्ध में क्या पब्लिक एकाउन्ट्स कमेटी की 101वीं रिपोर्ट देखी है जिसमें सरकारी अधिकारियों ने कमेटी के सामने यह स्वीकार किया था कि मलेरिया का प्रकोप फिर से हो रहा है और सरकार उसको रोकने में सफल नहीं हो पा रही है। मुझे ताज्जुब है जिन मन्त्री महोदय ने जवाब दिया है, उनको स्थिति के बारे में जानकारी है या नहीं है ?

अध्यक्ष महोदय: कौन से साल की ?

श्री अटल बिहारी वाजपेयी: पिछले साल की रिपोर्ट है।

निर्माण और आवास तथा स्वास्थ्य और परिवार नियोजन मन्त्री (श्री उमा शंकर दीक्षित): जो प्रश्न था वह इतने व्यापक शब्दों में किया गया था कि 'न' के सिवाय कोई दूसरा उत्तर उसका सम्भव नहीं था। माननीय सदस्य देखें प्रश्न क्या था। Whether malaria is again spreading in the country and all the measures taken by government to eradicate it have failed. It is not spreading all over. What has happened is this. These measures were started in 1952. In 1958 a crash programme was undertaken and within a few years, by 1965 malaria was virtually eliminated, though not completely because total elimination is not possible of any disease. From 75 million cases the number came down to 0.15 million. Even last year the number is less than half a million. But from 1969-70 the incidence has increased and this is causing anxiety. Adequate measures are being taken.

श्री अटल बिहारी वाजपेयी: अभी मन्त्री महोदय ने कहा है कि मेरा प्रश्न बड़ा व्यापक है। क्या वह परमात्मा जैसा व्यापक था कि उसका नेति नेति में ही उत्तर देना होगा, नहीं में ही उत्तर देना होगा? यह तो मैंने उनके प्रश्न का जवाब दिया है, अब मैं प्रश्न पूछता हूं। जो मंत्रालय के एडीशनल सेक्रेटरी पी० ए० सी० के सामने आए और जिन का बयान छपा हुआ है और जो जनता की सम्पत्ति है, उसका एक अंश मैं मंत्री महोदय के ध्यान में लाना चाहता हूं :

"There were certain administrative weaknesses in the States. Recently our team visited three or four States. They have been experiencing difficulties about staff, transport, supply and other things. Lastly, there has been difficulties about the behaviour of mosquitos themselves."

मैं जानना चाहता हूं कि इसका क्या इलाज किया गया है। समय पर दवाइयां नहीं मिलती हैं, दवाइयों के लिये गाड़ियां नहीं है, स्टाफ नहीं है। चौथे प्लान में आउटले तो बढ़ा दिया गया है लेकिन राज्य सरकारें उसको ठीक तरह से खर्च कर सकें, इसका मंत्रालय ने क्या प्रबन्ध किया है?

श्री उमा शंकर दीक्षित: मुख्यत: चार राज्यों में यह प्रश्न उठा है। जिन राज्यों में ज्यादा स्थिति बिगड़ी है और स्थिति अधिक शोचनीय हुई है वे हैं राजस्थान, गुजरात, महाराष्ट्र और मध्यप्रदेश। माननीय सदस्य जानते ही हैं कि हम कोई एहकाम निकाल कर काम नहीं करते हैं और न कर सकते हैं। उनसे यह बात उठाई गई है। सेंट्रल स्पांसर्ड स्कीम्ज़ ली जाएंगी। वित्तीय सहायता सम्पूर्ण केन्द्र अपने ऊपर उठाएगा। कोई कारण नहीं है कि ये जो राज्य हैं, इसको न करें, इसके बारे में व्यवस्था न करें। इन राज्यों में जो एक कंसालिडेशन और मेंटेनेंस स्टेज थी उस पर से हटकर अटैक स्टेज में आ गए हैं जो 1958 में थी। मुझे तनिक सन्देह नहीं है कि जो राज्य हैं वे भी बहुत चिन्तित हैं और इसमें वे पूरा सहयोग देंगे।

श्री अचल सिंह: दिल्ली भारत की राजधानी है। उसमें भी मच्छर काफी बढ़ रहे हैं और बहुत मुश्किल पैदा कर रहे हैं। इसके लिए आपने क्या किया है?

श्री उमा शंकर दीक्षित: जहां तक दिल्ली का सम्बन्ध है परिस्थिति में प्रतिकूल दिशा में परिवर्तन हुआ है। लेकिन हमने 1971-72 के लिए वित्त की व्यवस्था की है। सीधा भी हम प्रबन्ध कर रहे हैं।

श्री अमर नाथ चावला: क्या यह हकीकत है कि 1965 से लेकर 1969 तक दिल्ली में एक भी केस मलेरिया का नहीं हुआ था? उसके बाद सैनिटरी कंडिशंज़ डिटिरियोरेट होने की वजह से ये केसिस होने शुरू हो गए हैं, क्या यह सही है?

श्री उमा शंकर दीक्षित: रूरल एरियाज़ में कुछ तो जरूर सैनिटरी कंडिशंज़ इसके लिए जिम्मेदार हैं। मुख्यतया इस तरह की बात है कि जो स्प्रेइंग वगैरह की व्यवस्था है वह पर्याप्त नहीं है। कहीं कहीं जिन गांवों के लोगों ने पुल वगैरह बना लिए हैं वहां पर मच्छरों की बढ़ती हुई संख्या के कारण यह कठिनाई उत्पन्न हुई है।

श्री प्रबोध चन्द्र: क्या मन्त्री महोदय के नोटिस में ऐसी शिकायत आई हैं कि जो बहुत सा रुपया मलेरिया के इरेडिकेशन के लिए इयरमार्क्ड था, या लोकेलेटीज़ में स्प्रे करने के लिए दिया गया था, वह दिल्ली और कई दूसरे राज्यों में खर्च नहीं किया गया और दूसरे कामों में लगा दिया गया?

श्री उमा शंकर दीक्षित: जी नहीं।

DR. RANEN SEN: It was reported in Calcutta newspapers that antimalaria campaign that was started in Calcutta has failed due to the immunisation of mosquitos against DDT. May I know whether any research has been done in this regard?

SHRI UMA SHANKAR DIKSHIT: It is a fact that constant use of DDT has immunised a certain residual portion of mosquitos and

that leads to malaria. But it is not such a material factor that the disease cannot be attacked and controlled.

श्री हुकम चन्द कछवाय : अभी प्रश्न के उत्तर में मन्त्री महोदय ने बताया है कि मच्छरों के व्यवहार में परिवर्तन हो गया है। मैं यह जानना चाहता हूं कि क्या मच्छर बदल गये हैं या सरकार में परिवर्तन होने के कारण मच्छरों के व्यवहार में परिवर्तन हो गया है।

श्री उमा शंकर दीक्षित : माननीय सदस्य यह बात तो पब्लिक एकाउन्ट्स कमेटी के सदस्यों से पूछें, जिन्हें यह बात बताई गई थी।

Sino-Indian Relations on Bangla Desh Issue

*456. SHRI S. M. BANERJEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether during West Pakistani onslaught in Bangla Desh. Chinese attitude towards India was extremely bad; and

(b) if so, whether India protested against this sort of unfriendly attitude?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Chinese attitude, during West Pakistan's brutal attack on East Bengal, remained hostile to India.

(b) There was no point in protesting to China on such questions. Protest has a meaning when it is likely to affect the attitude of that country. However, our views on the situation in East Bengal were conveyed to the Chinese Embassy in New Delhi.

SHRI S. M. BANERJEE: It is surprising that the hon. Minister says protests have no meaning. But we are having diplomatic relations with China. It is known to us that four divisions of army which the Yahya Government has deployed in East Bengal is equipped with modern and sophisticated weapons supplied by the Government of China. It is surprising that instead of supporting the liberation army, they are supporting the military rule and military dictatorship in Pakistan. When the Prime Minister wrote a letter to all the heads of countries, may I know whether this letter was also sent to China and, if so, what is the reaction of China thereto?

SHRI SURENDRA PAL SINGH: It is not only surprising but shocking that instead of supporting the liberation movement, China should go and support the military regime in Pakistan which is suppressing the freedom movement in Bangla Desh. But this is a fact of life. We all know that they are supporting the Yahya regime and they are supplying sophisticated arms to them. As regards the letter, as far as my information goes, no letter was sent to China. But our views were conveyed to the Chinese Government both in Peking as well as here.

SHRI S. M. BANERJEE: After this genocide in Bangla Desh, may I know whether it is a fact that instead of helping the liberation movement, to bully the Government of India for helping the people of Bangla Desh in the matter of rehabilitation, there is a concentration of Chinese forces on our borders, specially on our eastern border, and, if so, whether the Government of India have taken adequate steps to meet that challenge if it comes?

SHRI SURENDRA PAL SINGH: It is a fact that China is supporting the Yahya regime against the liberation movement of the Bangla Desh and they have gone so far to say that, if there is an aggression against Pakistan by India, China will go to the help of Pakistan. As regards concentration of forces, etc., that is something about which the Government of India is well aware and our Defence Ministry takes note of it. They are fully prepared to meet any eventuality.

श्री अटल बिहारी वाजपेयी : पीकिंग स्थित हमारे प्रतिनिधि जब राष्ट्रपति माओ-त्से-तुंग से मिले थे, तो माओ-त्से-तुंग कुछ मुसकराये थे, जिसके आधार पर भारत सरकार ने समझा था कि कम्युनिस्ट चीन का रुख भारत के प्रति नर्म पड़ रहा है। लेकिन अब बंगला देश के बारे में कम्युनिस्ट चीन की नीति को देखते हुए भारत सरकार का दृष्टिकोण क्या है---क्या भारत के प्रति कम्युनिस्ट चीन का रुख वही है, या उसमें कुछ परिवर्तन हो रहा है ?

श्री सुरेन्द्रपाल सिंह : जब हमारे सी० डी०

ए० की माओ-त्से-तुंग से बात हुई थी और माओ-त्से-तुंग मुसकराये थे, वह बड़ी पुरानी बात है। उस वक्त हमें कुछ ऐसी आशा हुई थी कि शायद चीन की नीति में परिवर्तन आया है, लेकिन उसके बाद बहुत-सी बातें हुई हैं और हो रही हैं, जिन से मालूम होता है कि उसकी नीति में परिवर्तन नहीं हुआ है।

Capitation Fee for Admission to Private Medical Colleges

+

*458. SHRI C. JANARDHANAN:
SHRI C. K. CHANDRAPPAN:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the practice of collecting capitation fee for administration to Private Medical Colleges is still continuing;

(b) if so, the prevailing rates of capitation fee in private Medical Colleges;

(c) whether Government intend to put a stop to this practice; and

(d) if so, what steps are being taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) Yes, Sir.

(b) The prevailing rates of capitation fee in private Medical Colleges according to information available are given in a Statement laid on the Table of the Sabha. This list does not include the new Medical Colleges recently opened in Bihar, information in respect of which has been called for and will be laid on the Table of the Sabha on receipt.

(c) and (d). With a view to putting a stop to the practice of charging of capitation fee by the private Medical Colleges, the Government of India has been considering the economics of the proposition of taking over of these colleges by the State or Central Government or of providing financial support to them for covering the gap created by the loss of capitation fee.

STATEMENT

	Name of the State	*Name of Colleges*	*Rate of Capitation Fee*
1.	*ANDHRA PRADESH*	KAKATIYA MEDICAL COLLEGE, WARRANGAL	(i) Rs. 6,000 per student for admission to the first year integrated course; and (ii) Rs. 7,000 per student for admission to the second year integrated course.
	—do—	RANGARAYA MEDICAL COLLEGE, KAKINADA	Rs. 10,000 per student.
2.	*BIHAR*	MEDICAL COLLEGE JAMSHEDPUR	Rs. 5,500 per student (donation)
3.	*MAHARASHTRA*	MEDICAL COLLEGE, SHOLAPUR	Rs. 7,000 per student.
4.	*MYSORE*	MEDICAL COLLEGE, GULBARGA	Rs. 5,000 per student.
	—do—	MEDICAL COLLEGE, BELGAUM	Rs. 5,000 per student with a reservation fee of Rs. 2,000.
	—do—	KASTURBA MEDICAL COLLEGE, MANIPAL	Rs. 6,000 per student.
	—do—	MEDICAL COLLEGE, DAVENGANE	Rs. 5,000 per student belonging to Mysore and Rs. 7,000 from others.
	—do—	ST. JOHN'S MEDICAL COLLEGE, BANGALORE	No capitation fee is charged.
5.	*TAMIL NADU*	CHRISTIAN MEDICAL COLLEGE, VELLORE	No capitation fee is charged.
6.	*PUNJAB*	CHRISTIAN MEDICAL COLLEGE, LUDHIANA	No capitation fee is charged.
	—do—	DAYANAND MEDICAL COLLEGE, LUDHIANA.	No capitation fee is charged.

SHRI C. JANARDHANAN: It is a scandalous thing which is happening throughout India in these private colleges which are getting capitation fee. The incident occured in connection with the Pataliputra medical college in Patna, is only one example. This college has about 400 students in its rolls.. . .

MR. SPEAKER: Please ask a question.

SHRI C. JANARDHANAN: So many foreign students are involved. This matter tarnishes the good image of India. Considering all these circumstances and the issues involved in this regard, will the Government constitute a Parliamentary Committee to enquire into the matter? Will the Government consider that?

SHRI D. P. CHATTOPADHYAYA: I think the question has been examined and the decision has been like this that Government will not encourage this sort of mushroom growth of colleges and all attempts are being made through State Governments to discourage the growth of such sorts of colleges.

SHRI C. JANARDHANAN: Like this Patliputra college, if some colleges are going to be closed down by the management, will the Government direct the State Government to take over the management of the college thus closed down? 3 years back the Kerala Government took over the management of a particular college. So, my question is: Will the Government consider this?

SHRI D. P. CHATTOPADHYAYA: One such college in Kerala and another is West Bengal had been taken over. If the circumstances are found to be otherwise suitable we will consider that.

SHRI C. K. CHANDRAPPAN: It has been said that the matter had always been under consideration of the Government. As has been stated in the reply, they did not even get the information from the Medical College in Pataliputra. I would like to know why the Government is hesitating to appoint a Parliamentary Committee or any Committee under Public Inquiries Act to go into the scandals and bring out appropriate solution to this problem. I would like to know categorically whether Government are intending to appoint a Committee to investigate and goin to the matter and put forward proposals for remedial action.

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): The question has been studied twice, and up till now, the position is that unless Government are in a position to make up the gap in the State from the Centre, it will become almost an unlimited commitment. No final decision has been taken on the matter. I do not think that it would be desirable straightway to stop these colleges; although there is some damage in standards, these colleges are performing a useful service. We do not feel that a parliamentary committee should be appinted at this stage.

SHRI A. N. VIDYALANKAR: Is it a fact that Government are aware that this practice has been going on for many years and are we to understand that Government have failed to find out any solution ?

MR. SPEAKER: The hon. Minister has replied to it already.

SHRI K. LAKKAPPA: As far as private medical colleges are concerned, Mysore has got three private medical colleges. The organisers of the medical colleges have been swindling money like anything and they are charging more than Rs. 25,000. . .

MR. SPEAKER: I shall have to get the introduction deleted, so that the hon. Member may come to the question direct.

SHRI K. LAKKAPPA: The capitation fee is of the order of Rs. 25,000 or Rs. 30,000 depending upon the market. The organisers of the Gulbarga medical college have made nearly a crore of rupees and so also in the case of the Davangere and Belgaum medical colleges. May I know whether Government would raid the houses of the organisers of these three medical colleges so that they can confiscate the huge money that they have received from the students? It is becoming impossible at this rate to send students belonging to poor families to medical colleges, so far as Mysore State is concerned. Since Mysore is now under President's rule, may I know whether it is a fact that Members of Parliament from Mysore are demanding that Government should take over these medical colleges and are also asking for financial assistance from the Central Government in the alternative, and if so, the reaction of the Central Government thereto?

SHRI UMA SHANKAR DIKSHIT: We do not have this latest information which the hon. Member has just given about the rate of the capitation fee having gone up to Rs. 25,000 or Rs. 30,000. The information available with the Ministry is that in no case is it more than Rs. 10,000. We have taken note of the information given by the hon. Member and we shall certainly inquire into the matter and take whatever remedial measures are possible.

SHRI JYOTIRMOY BOSU: May I know whether it is a fact or not that a deputation of the students of the Pataliputra Medical College had called on the hon. Minister and made a representation to him, and arising out of that, whether in view of the fact that the college has got Rs. 60 lakhs in the bank out of the collections made from the students including foreign students, Government would tell us here and now whether they are going to take over this medical college so that the students are not obliged to remain frustrated and dejected?

SHRI UMA SHANKAR DIKSHIT: The deputation to which the hon. Member refers did meet me, and I had promised to go into the matter, and after contacting the people concerned to find a solution. In fact, I wanted to find a solution, but afterwards some boys came and told me that the Government of Bihar had already taken over the college, and, therefore, there was no such problem any more. Therefore, I gave up the matter. Therefore, there is no question now. If any question arises, I shall certainly take personal interest in the matter.

SHRI ATAL BIHARI VAJPAYEE: This is also a Rs. 60 lakhs question.

DR. MELKOTE: Is it not a fact that in the past Government had held out assurances several times on the floor of this House that they would not allow the capitation fees to be taken and that no more mushroom colleges of this type would be allowed to come up? Is it not a fact that many more such colleges have come up and many such colleges have been collecting such funds even now?

SHRI UMA SHANKAR DIKSHIT: It is a matter of legislative measure which the hon. Member is suggesting, we can consider it on our own or on the basis of the strength of feelings expressed in this House. But I am not aware of any such decision and no further opening of such colleges would be allowed. There is no such law under which such a provision can be implemented.

So far as the States are concerned, most of these colleges are functioning precisely because the State universities affiliate these colleges. It is, therefore, primarily a matter for the States to consider and the Centre cannot just ride roughshod over the opinions, views and policies of the State Governments.

SHRI VAYALAR RAVI: There are newspaper reports which indicate that after this unholy episode of the Pataliputra Medical College, a new medical college has sprung up in Patna, with which have been associated some names of public importance. I find even the name of our hon. Speaker mentioned as a patron. How can we allow such colleges to come up based merely on donations? Will Government look into this and stop such malpractices?

SHRI K. LAKKAPPA: The Speaker's name should not be dragged into this.

SHRI UMA SHANKAR DIKSHIT: I have already explained Government's policy.

डी० आई० जेड क्षेत्र, नई दिल्ली में बहुमंजिले भवनों का निर्माण

*459. **श्री रामचन्द्र विकल**: क्या **निर्माण और आवास** मंत्री यह बताने की कृपा करेंगे कि डी० आई० जेड क्षेत्र, नई दिल्ली, में टाइप चार के आठ मंजिला क्वार्टरों के निर्माण में कितना समय लगने की सम्भावना है ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): 94 Type IV quarters (8 storeyed) now under construction in the DIZ area are expected to be completed by 1972.

श्री रामचन्द्र विकल: क्या निर्माण और आवास मंत्री बतायेंगे कि नयी दिल्ली में बनने वाले क्वार्टरों की निर्धारित अवधि क्या थी और उसमें देरी होने का क्या कारण है ?

श्री आई० के० गुजराल: देरी कोई ज्याद।

तो नहीं हुई, थोड़ी-सी हुई है क्योंकि स्टील की सप्लाई में मुश्किल आ रही थी ।

श्री रामचन्द्र विकल : क्या निर्माण और आवास मंत्री बतायेंगे कि ये क्वार्टर बनने के बाद जनता को किराये पर दिये जाने वाले हैं या सरकारी कर्मचारियों को दिये जायेंगे ? ये क्वार्टर किस उद्देश्य से बनाये गए हैं ?

श्री आई० के० गुजराल : गवर्नमेन्ट एम्प्लाईज़ को दिये जायेंगे ।

श्री सोहन लाल : क्या आवास मंत्री बतायेंगे कि चार-पांच साल से शादी खामपुर में चार मंजिले क्वार्टस् बनने के बाद खाली पड़े हुए हैं उसका क्या कारण है ? अभी तक वे खाली क्यों पड़े हुए हैं ?

अध्यक्ष महोदय : इस सवाल को किसी और वक्त पूछ लें । यह सवाल तो बनने वालों के बार में है । . . . (व्यवधान) . . .

SHRI I. K. GUJRAL: No, these quarters which I think the hon. member is referring to, do not belong to Government.

बिड़ला भवन को महात्मा गाँधी स्मारक का रूप देना

*461. **श्री हुकम चन्द कछवाय :** क्या **निर्माण और आवास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिड़ला भवन को महात्मा गांधी स्मारक का रूप देने के लिये वित्तीय वर्ष 1971-72 में कोई राशि नियत की गई है; और

(ख) यदि हां, तो इस सम्बन्ध में कितना व्यय होगा ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) and (b). Rs. 35 lakhs have been provided for expenditure in the financial year 1971-72 for acquiring Birla Bhawan for its conversion into a Memorial to Mahatma Gandhi. The proceedings for acquisition under the Land Acquisition Act are being taken by the Delhi Administration. At this stage, the amount that will actually be spent cannot be indicated.

श्री हुकम चन्द कछवाय : मैं आपके द्वारा मंत्री महोदय से जानना चाहता हूं कि जब बिड़ला जी ने कह दिया कि हम बिड़ला भवन देने के लिए तैयार हैं तो उसको अपने कब्जे में लेने के रास्ते में सरकार को कौन सी दिक्कत सामने आ रही है ? अभी तक सरकार ने उसको लिया क्यों नहीं है ?

श्री आई० के० गुजराल : इस हाऊस में दो एक दफा पहले बात हुई थी और आनरेबिल मेम्बर को याद होगा कि बिड़ला जी ने जो आफ़र भेजा था उसमें कुछ शर्तें थीं और उन शर्तों के ऊपर लेना मुश्किल था । इसलिए यह ठीक समझा गया कि उसको एक्वायर कर लिया जाये ।

श्री हुकम चन्द कछवाय : अभी मन्त्री महोदय ने कहा कि उन्होंने कुछ शर्तें रखी थीं तो क्या मंत्री महोदय उन शर्तों को बतायेंगे ताकि सदन को जानकारी हो सके ?

दूसरी बात मैं यह जानना चाहता हूं कि इसके बनने में कितना समय लग जायेगा—क्या इसका कुछ अन्दाज़ है ।

अध्यक्ष महोदय : यह तो हाउस में काफी डिस्कस हो चुका है । . . . (व्यवधान) . . .

SHRI I. K. GUJRAL: Dealing with the second question of my hon. friend first, I cannot indicate just now the time that will be taken to complete the memorial for two reasons. One is that the acquisition is not yet complete, and the second is that we will then work out the details as to what is to be done there as a memorial.

So far as the first question is concerned, the hon. Member will recall that this was discussed in this House some time ago. First there was difficulty about fixing of price. Second, there was a demand for giving of alternative land. All these things were discussed from time to time and before this House was re-constitu-

ted, it was decided that it was better to acquire it under the Land Acquisition Act.

SHRI S. M. BANERJEE: I would like to know whether it is a fact that these acquisition proceedings which are going on are being delayed because Government has not made up its mind for the compensation to be paid for such acquisition. What is the amount of compensation and what are the reasons for paying compensation for this particular House.

SHRI I. K. GUJRAL: I can assure him that Government's mind has not only been made up, but it is being implemented in the sense that we have already moved for the acquisition of the site; the Delhi Administration has been asked to move the Acquisition Collector to fix the prices, so that the land can be acquired. Also, in the Budget, an amount for acquisition has been provided. What will be paid ultimately depends upon the acquisition proceedings and what the collector fixes.

SHRI SHYAMNANDAN MISHRA: May I know whether any negotiations are going on with regard to the compensation to be paid to Birlas, or whether the compensation is going to be determined in the court only?

SHRI I. K. GUJRAL: No negotiations are going on. The price will be determinated by the Land Acquisition Collector.

SHRI K. SURYANARAYANA: Will the Government wait till legislation on urban property ceiling is brought, so that the Government and the nation may be benefited?

MR. SPEAKER: It is a suggestion for action.

SHRI JYOTIRMOY BOSU: There is an authorisation in favour of Shri K. Halder for question No. 468.

MR. SPEAKER: We shall consider it after all the questions.

Shortage of Crude for Barauni Refinery

*473. SHRI SHYAMNANDAN MISHRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Barauni Refinery would face shortage of crude after some time; and

(b) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) and (b). The Barauni Refinery receives approximately 2 million tonnes of crude from the Assam fields. The production of the Assam fields will begin to decline after about 5 years. Consequently, the supplies to Barauni would also correspondingly reduce. However, a scheme has been approved for processing of imported crude in the Barauni Refinery. This scheme is expected to be completed by the end of 1973 and envisages certain modifications to the Refinery Plant. In the first instance, imported crude will be supplied to the 3rd million tonne unit. If and when the available supplies of Assam crude for Barauni Refinery decreases, the shortfall will have to be made up by locating other source of crude.

SHRI SHYAMNANDAN MISHRA: What is the amount of investment that would be required for modification in Barauni Refinery?

SHRI P. C. SETHI: I am sorry at the moment I do not have the amount that will be required for the modifications. The cost of upgradation of oil pipeline as estimated in 1967-68 was about Rs. 6 crores.

SHRI SHYAMNANDAN MISHRA: If there are going to be imports for meeting the requirements of Barauni what would be their order, year to year, if there is shortage from Assam?

SHRI P. C. SETHI: As a matter of fact I have pointed out that for the extra one million tonne capacity which exists in Barauni, one million tonne will have to be imported. When we start the excess one million tonne after completing the modifications that we are proposing, we shall be in a position to use the Rustom crude and also the Raksh crude that will come in. Supplies from Naharkotia and Moran would start declining from 1976; in 1975 it would be 2.20 million tonnes from Naharkotia and 0.41 from Moran; from 1967 onwards they will go on declining gradually from 1.84 to 1.08 million tonnes from Naharkotia and to 0.21 instead of 0.41 from Moran. To that extent imports will have to increase.

DR. MELKOTE: Did not the Government expect this shortage and have they planned for the future properly?

SHRI P. C. SETHI: It is known that there will be shortage. At the moment our

crude production is 6.5 million tonnes and we hope to reach about 8.5 million tonnes by the year 1973-74. By that time our refining capacity would be to the tune of 26-27 million tonnes and to that extent there would be shortfall. All possible efforts are being made by the ONGC onshore and offshore to locate new sources of crude.

श्री अचल सिंह: मैं मंत्री महोदय से जानना चाहता हूं कि बरौनी रिफाइनरी लास पर काम कर रही है या प्राफिट पर काम कर रही है ? अगर प्राफिट पर काम कर रही है तो कितना प्राफिट हो रहा है ?

अध्यक्ष महोदय: सवाल तो कुछ और ही है। यह सवाल इससे उठता नहीं है।

SHRI P. C. SETHI: I shall inform the Member later on.

Integrated Cancer Centre in Eastern Zone at Calcutta

*476. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

whether the recommendations of Cancer Committee set up by Government in 1965 and as approved by Planning Commission on the 13th April, 1971 with regard to the setting up of an integrated cancer centre in the Eastern Zone at Calcutta under one autonemous body with representatives from Government and various bodies including those of Deshbhandhu Memorial Trust and Chittaranjan Cancer Hospital have since been implemented?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): The details for setting up of Regional Cancer Research Centres including the Centre in the Eastern Zone at Calcutta are being worked out.

SHRI JYOTIRMOY BOSU: Cancer has been considered to be a real evil to human society today, but the hon. Minister has made it such a short business. I am taken by great surprise really. Now, may I know whether it is a fact that cancer research is being severely hampered due to the lack of clinical facilities attached to the research institutes and, if so, the details thereof?

SHRI D. P. CHATTOPADHYAYA: We cannot claim that all the clinical facilities have been offered. All these recommendations of the Committee which had gone into the details of the working of the different regional centres are being studied and the grant of advance by way of further financial assistance is being considered.

SHRI JYOTIRMOY BOSU: Is it a fact that although there is great demand and great necessity for doing full research in cancer and other like diseases, is it a fact that the Health Ministry had a surplus of funds during the last allocation to the tune of Rs. 1½ crores and, if so, what is the reason for keeping this amount unspent?

SHRI D. P. CHATTOPADHYAYA: Sir, I do not know exactly the amount that has remained unspent on that head. But before we advance money, we should see if the schemes are workable and the schemes are notionally approved by the concerned authorities.

SHRI JYOTIRMOY BOSU: Is it a fact that the money has remained unspent after allocation? That is the question.

SHRI D. P. CHATTOPADHYAYA: I said that about the exact amount I could not answer.

DR. MELKOTE: When did the Ministry formulate this and why has it taken such a long time to implement it?

SHRI D. P. CHATTOPADHYAYA: The Committee's report has been received only recently. So, we have to consult the Planning Commission and some other bodies before we implement it, and we are expediting the metter as early as possible in the circumstances.

SHRI SAMAR GUHA: May I know whether it is a fact that the decision has been taken by the Ministry conennned that the same eastern zone cancer research institute will be set up at Calcutta and, if so, whether it is going to be set up at the Chittaranjan Cancer Centre and, if so, whether it is a fact that there has been a lot of complaint about the working of the Chittaranjan cancer hospital, about its management, about corruption, dereliction of duties on the part of doctors and other staff etc.. and whether the Government will enquire into the mismanagement of the Chittaranjan cancer hospital?

SHRI D. P. CHATTOPADHYAYA: Yes, Sir. The proposed centre will be set up at the Chittaranjan National Cancer Centre, it is also true that some complaints have been received at the Government level and also reported in the local press. We are going into those complaints.

Arrest of Air Force Officer at Gauhati for Passing Secret News to Pakistan

*480. SHRI R. V. BADE:
SHRI SUBODH HANSDA:

Will the Minister of DEFENCE be pleased to state:

(a) whether an Air Force Officer posted at Borjhara Airport at Gauhati has been arrested on the charge of passing the secret news to Pakistan;

(b) how long he was indulging in this act of anti-national activities; and

(c) whether any enquiry has been made in this regard?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) to (c). A Corporal of the Indian Air Force posted at Borjhar airport at Gauhati has been arrested under the Official Secrets Act, for being in possession of classified service papers and documents.**

The matter is still under investigation.

SHRI R. V. BADE: May I know when the man was arrested, when you got the information and how long the investigation is pending?

SHRI VIDYA CHARAN SHUKLA: This corporal has been serving with the Air Force since March, 1968. We started suspecting him because he was seen in such suspicious circumstances. His house was searched on 11th March, 1971. He was placed under suspension and arrested. We have been interrogating him and trying to find out some material evidence, so that we can proceed against him in a proper manner.

SHRI R. V. BADE: Who are the other officers who were in contact with this man and who gave him the information?

SHRI VIDYA CHARAN SHUKLA: There are two officers who have been suspended because of misappropriation of public funds. They were also in Gauhati airport. A court of enquiry was appointed and they held that these officers should be charged for embazzlement of Government funds. Both are under suspension since 21st December 1970 and disciplinary proceedings are in progress.

SHRI R. V. BADE: I asked about the officers who gave this information to this man.

SHRI VIDYA CHARAN SHUKLA: I have already said that there were allegations against this corporal that he has taken some classified document.** but we have not yet given up the matter. We are still investigating it.

SHRI ATAL BIHARI VAJPAYEE: The corporal has been arrested under the Official Secrets Act. The minister said that he had some classified information. Who gave him the classified information?

SHRI VIDYA CHARAN SHUKLA: He was working in the air force station at Borjhar airport. We had some suspicion. Then his house was searched. Certain classified documents were recovered from his house. After that, we have set up this enquiry which is still in progress. How he came into the possession of the classified documents, etc. are under enquiry. The enquiry is not yet completed. There was an allegation that there might be some complicity of this particular officer with Pakistani espionage.** We are trying to find out further facts. We are going deeper into it so that we can conclusively establish the facts.

SHRI PRABODH CHANDRA: Just now the Minister said that the charges have not been substantiated and the enquiry is still proceeding. Will not his remark ** affect the further course of the enquiry?

SHRI VIDYA CHARAN SHUKLA: It is not likely because I have not said that the enquiry has been completed.** By further enquiry, it may be substantiated.

SHRI ATAL BIHARI VAJPAYEE: If the inquiry is continuing, why should the hon. Minister say that. **

** Expunged as ordered by the Chair, vide col 23.

SHRI JYOTIRMOY BOSU: Will the hon. Minister be able to tell us how many officers and non-commissioned officers have been tackled on suspicion or specific charges of doing spying or passing over classified documents during the last one year?

MR. SPEAKER: This is not relevant.

SHRI JYOTIRMOY BOSU: I asked whether he will be able to tell us.

MR. SPEAKER: Even if he is able to, that is not relevant here.

SHRI S. M. BANERJEE: I would like to know from the hon. Minister if this is a departmental inquiry or court of inquiry, as they say in the Army Act, and whether this matter was not at all referred to either the Central Intelligence or the Military Intelligence, to probe further deep into the matter; if so, the reason thereof.

MR. SPEAKER: The Minister may avoid reference to any matter which may affect the result of the inquiry.

SHRI VIDYA CHARAN SHUKLA: We have pressed into service all such agencies that we have to effectively find out and reach the root of the matter as to how such a junior officer as this came into such a position that he could reach such classified material. We are going into the matter and we hope that we shall be able to reach some conclusion soon.

SHRI SAMAR GUHA: I want to know whether the statement just now made by the Minister ** will prejudice the course of the inquiry against him.

SHRI VIDYA CHARAN SHUKLA: I do not think it will** We are continuing with the inquiry.

MR. SPEAKER: Portions in the Minister's reply which may affect the further course of enquiry, stand expunged.

Re. Q. 468

SHRI KRISHNA HALDER: Sir, Shri Robin Sen has authorised me to put question No. 468.

Study on Liver Cancer

*469. SHRI K. LAKKAPPA:
SHRI DHARAMRAO AFZALPURKAR:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether there is any proposal under Government's consideration to conduct study on liver cancer based on Russian Model;

(b) if so, the main features thereof; and

(c) the progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) No, Sir.

(b) and (c). Do not arise.

SHRI K. LAKKAPPA: May I know whether the Government has made any attempt to explore the possibility of taking the Russian method of curing liver cancer in this country; if so, what is the reaction?

SHRI D. P. CHATTOPADHYAYA: The scheme is under way in the All India Institute of Medical Sciences to produce liver cancer in monkeys by introducing Benzene Biethyl nitrosamine. Preliminaries have been worked out and it is too early to say something definite about it.

SHRI K. LAKKAPPA: May I know whether the Government has made any attempt to collect information about the development of liver cancer in this country; if so, what is the brief outline?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): The question concerns liver cancer based on Russian model. We have said, according to the best of our information, there is no such model. No information has been available.

MR. SPEAKER: He wants it on the Mysore model.

SHRI K. LAKKAPPA: This Government should adopt that model.

** Expunged as ordered by the Chair.

Expansion of Koyali Refinery in Gujarat

*470. SHRI P. K. DEO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether an expert committee appointed by Government has recommended expansion of the Koyali Refinery in Gujarat;

(b) if so, what are their main recommendations; and

(c) whether Government have accepted those recommendations?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) The expert committee has not yet submitted its report.

(b) and (c). Do not arise.

SHRI K. S. CHAVDA: How much time will be taken for the submission of the report?

SHRI P. C. SETHI: We are trying our best to have this report as soon as possible. We have also submitted this matter to be studied by a foreign expert. The picture of crude supply has also changed.

SHRI S. M. BANERJEE: Sir, one day's allowance should be deducted of those Members who are absent.

MR. SPEAKER: No; I think, more allowance should be given for absence to complete the list.

SHRI JYOTIRMOY BOSU: Sir, I want to make a submission. Shri Robin Sen has authorised Shri Krishna Chandra Halder to put question No. 468 on his behalf. According to the Rules, may I request you to be kind enough to allow him?

MR. SPEAKER: Yes, he can ask it.

Eradication of Eye Disease Amongst Students in Delhi

*468. SHRI KRISHNA HALDER (on behalf of SHRI ROBIN SEN):

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether more than 75 per cent of the students in Delhi, particularly students of Delhi University, are being affected by eye disease;

(b) if so, the reason for the failure of Health Services in eradicating the disease; and

(c) the steps taken by Government with regard to this?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) A survey was conducted in 1970 by the National Society for the Prevention of Blindness. According to this, a large percentage of students suffered from trachoma and other diseases.

(b) and (c). All those who needed medical attendance were given treatment.

SHRI KRISHNA HALDER: I want to know the reasons for this disease.

SHRI D. P. CHATTOPADHYAYA: The exact causes of this disease have not yet been decided but some congenital and other local influences are underlying this disease and these are being studied.

SHRI M. RAM GOPAL REDDY: I want to know from the hon. Minister whether it is not on account of the deficiency of vitamin A, that is, milk and other things.

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): That is so; that is one of the important causes.

MR. SPEAKER: Question Hour is over.

SHRIMATI JEYALAKSHMI: Sir. . .

MR. SPEAKER: You have got up after I said, the Question Hour is over.

SHRI S. M. BANERJEE: She is a lady Member.

AN HON. MEMBER: Be chivalrous.

SHRI S. M. BANERJEE: It is her maiden question.

MR. SPEAKER: That will be setting a bad precedent. I am sorry. I very much wanted to oblige you. I cannot do it now.

SHRI PILOO MODY: The rule has got the better of chivalry.

WRITTEN ANSWERS TO QUESTIONS

Shortage of Qualified Doctors and Nurses in RMY Hospitals

*454. SHRI R. S. PANDEY: Will the MINISTER OF DEFENCE be pleased to state:

(a) whether there is a shortage of qualified doctors and nurses in the army hospitals particularly in the border areas;

(b) if so, the reasons therefor; and

(c) what steps are being taken to recruit and post adequate number of doctors and nurses in the military hospitals as also to provide modern equipment of surgery particularly in hospitals in the border areas?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) There is an overall shortage of doctors in the Army Medical Corps and Nursing Service. There is no shortage in Dental Corps. But all hospitals including those in the border areas are adequately staffed.

(b) The shortage is mainly due to poor response from civilian doctors and nurses because of hazards of military service.

(c) Wide publicity is being given to opportunities for employment/career in Military Medical and Nursing Services through press, radio and periodical visits to Medical Colleges.

Military hospitals, including those located in border areas, are provided with modern and sophisticated equipment for investigation and treatment. The question of imporving them is under continuous examination in the light of advances made in the field of medical sciences.

Allotment of Agricultural Land to Members of Armed forces

*455. SHRI MANI RAM GODARA: Will the Minister of DEFENCE be pleased to state:

(a) whether promises were made during the Chinese aggression and Indo-Pak conflict for allotment of agricultural lands to the members of the Armed Forces;

(b) if so, the steps taken by Government up to now;

(c) the number of servicemen, Ex-servicemen and their dependents who have been allotted lands and the total area so far allotted, State-wise; and

(d) the future programme of Government in this regard?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) and (b). In 1963, all State Governments/Administrations were requested to extend special concessions, including settlement of agricultural land, to ex-servicemen and, specially, to the dependants of Service personnel who were killed in action, and to ex-servicemen. Almost all State Governments/Administrations amended their land settlement procedures and rules and made allotments of land to ex-servicemen individually or co-operative societies of ex-servicemen.

(c) Since settlement of land is made by State Governments under their respective land revenue laws/rules through their local offices, up-to-date information regarding total area of land settled, is not available. The collection of such statistics from the various States within a reasonable period of time is not feasible.

(d) The matter is pursued with the State Governments/Administrations, so that maximum benefits accrue to the ex-servicemen.

Strike by Workers of Indian Oil Corporation in Cochin

*457. SHRI B. N. REDDY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the attention of Government has been drawn to the strike launched by the workers of Indian Oil Corporation in Cochin area, Kerala State on the 17th May, in support of their demands;

(b) if so, the main demands of the workers; and

(c) the steps taken by Government to redress their grievances?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) Yes, Sir.

(b) The two main demands of the striking workers are:

(i) upgradation of status of Cochin town

for purposes of getting an increase in City Compensatory and House Rent Allowances; and

(ii) Cancellation of transfer of certain workers from Ernakulam to other depots in Kerala.

(c) The Indian Oil Corporation are looking into these demands.

Plan for the Family Consulting Units in the Universities

* 460. SHRI MUHAMMED SHERIFF: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government have chalked out any plan for the family consulting units in the Universities to advise the youth on family life and education;

(b) whether Government have considered the suggestion of Dr. Fonseca, Director, Council of Family Planning on sex education; and

(c) if so, the main suggestions made and action taken thereon?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) No, Sir.

(b) and (c). The suggestions of Dr. Fonseca of the Indian Social Institute, which have just been received, will be given due consideration.

C. G. H. S. for Pensioners and their Families

* 463. SHRIMATI BIBHA GHOSH: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to refer to the reply given to unstarred Question No. 1098 on the 2nd March, 1970 and state the progress made in the Plan to extend the Health Schemes to the pensioners and their families throughout India through C. G. H. S.?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): The Central Government Health Scheme has been introduced so far only in Delhi, Bombay and Allahabad. In these three places medical facilities under the scheme are available to Central Government pensioners also. The scheme can be introduced only in cities where there is a substantial concentration of Central Government employees.

It is primarily the responsibility of State Governments to provide medical care to their pensioners.

Shortage of Medicines in Rural Areas

* 464. SHRI BISHWANATH JHUNJHUNWALA:
SHRI N. K. SANGHI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is an acute shortage of medicines in the rural areas due to reduction in commission under the Drugs Act and the retailers are finding it unremunerative to stock more stocks of medicines; and

(b) if so, the steps Government propose to take to mitigate the difficulties of the rural people and to ensure a steady flow of medicines in the rural areas?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) No, Sir. It is not correct that there is acute shortage of medicines generally in the rural areas due to reduction in trade commission under the Drugs (Prices Control) Order. However, shortages of certain brands of medicines have been reported from certain areas. These shortages are attributable to cause other than reduction in the trade commission.

(b) Steps taken to remove shortages are:

(i) import of additional quantities of bulk drugs through the State Trading Corporation.

(ii) Expansion of indigenous capacity for bulk drugs.

(iii) Encouraging manufacturers to step up production of medicines reported to be in short supply.

Some improvement has taken place during the last month with the arrival of bulk drugs being imported by the State Trading Corporation and further improvement in the situation is expected to take place in the next two to three months.

Pilferage and Sale of Military Ammunition and Small Arms

*465. SHRI S. N. MISRA: Will the Minister of DEFENCE be pleased to state:

(a) whether he is aware that Military Ammunition and small arms are pilferred and sold in the market;

(b) the estimated loss annually incurred by the Department by such activities; and

(c) the steps taken so far to prevent such activities?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) to (c). Some cases of pilferage and sale of arms and ammunition from Defence establishments have come to the notice of Government. Necessary action has been taken to recover them, and to punish the persons responsible. A number of security measures have also been initiated to prevent recurrence of such thefts.

Requirement of Vijayanta Tank Plates

*466. SHRI BRIJ RAJ SINGH—KOTAH: Will the Minister of DEFENCE be pleased to state:

(a) whether Government of India are in a position to make available all the requirements of Vijayanta tank plates from the Hindustan Steel;

(b) if not, the reasons thereof; and

(c) the efforts which Government are making to meet the requirements in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DEFENCE PRODUCTION) (SHRI VIDYA CHARAN SHUKLA): (a) and (b). Requirements of armour plates for Vijayanta tanks are being met by Hindustan Steel Ltd., to the extent of 65%. The remainder are being imported for lack of capacity in Hindustan Steel Ltd.

(c) An expert committee representing both users and producers has been appointed recently by Government to examine ways and means to step up production at Hindustan Steel Ltd. to meet the full requirements of Heavy Vehicles Factory.

Central Government Building Lying Vacent Near Raipur

*467. MAHARAJA MARTAND SINGH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether a building constructed by the Government of India near Raipur at a cost of over Rs. 12 lakhs is lying vacant for about two and a half years;

(b) if so, the purpose for which the said building was constructed; and

(c) the reasons for not putting the said building to any use?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) to (c). The information is being collected and will be laid on the Table of the House.

Setting up of a Fertilizer Factory at Paradeep

*471. SHRI MUKHTIAR SINGH MALIK: SHRI CHINTAMANI PANIGRAHI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Fertilizer Corporation of India have since submitted the Report regarding setting up a Fertilizer Factory at Paradeep in Orissa; and

(b) if so, the nature of their main recommendations?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) No, Sir.

(b) Does not arise.

Grants to Voluntary Organisations wishing to set up Hospitals in Rural Areas

*472. SHRI H. M. PATEL: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government propose to give grants to voluntary organisations wishing to set up hospitals particularly in rural areas:

(b) if so, whether the proposal has been finalised; and

(c) if so, the main features thereof and the

response received from the voluntary organisations and charitable institutions to the proposal?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) to (c). A scheme for giving grants to voluntary organisations setting up hospitals in/for rural areas is under consideration in consultation with the State Governments. The grant-in-aid is proposed to be given on 1/3 basis *viz.* 1/3 each will be shared by the Central Government and the concerned State Government/Union Territory Administration and the balance 1/3 will be met by the Grantee institution.

The State Governments and the Union Territory Administration have been requested. to give their broad acceptance to the proposal. On receipt of the replies from the State Govenments and the Union Territory Administrations the scheme will be finalised.

Revision of Agreement with National Iranian Oil Company for supply of Darius Crude to Madras Refinery

*474. SHRI T. S. LAKSHMANAN:
SHRI RAJA KULKARNI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Iran had not agreed to the revision of the price formula in the Agreement with them for supply of Darius crude for Madras Refinery;

(b) whether the price of Darius crude is already higher than the price of crude imported by the three private sector oil refineries in India;

(c) the steps Government have taken to bring down the price of Darius Crude; and

(d) whether India will unilaterally withdraw from the agreement and make use of its share of Rostam crude for the Madras Refinery?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) The contract is not with Iran as such, but with the National Iranian Oil Company and the Pan American International Oil Company (an affiliate of Amoco). The Sellers had in April 1970, when a delegation from India visited Iran, refused to revise the price formula. More recently, however, they have agreed to discuss the subject again, and to do so with a view to finding a satisfactory solution.

(b) Yes, Sir.

(c) and (d). As the matter is to be discussed with the Sellers as indicated under (a) it is not desirable at this juncture to indicate possibilities of a hypothetical nature. Government is hopeful that a mutually satisfactory solution may be found.

Selection of Candidates for Short Service Commissions and Regular Commissions by Allahabad Selection Board

*475. SHRI JAGANNATHRAO JOSHI: Will the Minister of DEFENCE be pleased to state:

(a) whether the percentage of selected candidates for Short Service Commission is lowest in the Allahabad Selection Board Centre for the last four years, whereas previously 60 per cent to 75 per cent candidates were selected from this centre which has now been selecting only 5 per cent to 10 per cent of the candidates; if so, the reasons therefor;

(b) whether the percentage of selected candidates for regular commission in the Army is the lowest at Allahabad Selection Board Centre in comparison to other Centres; and

(c) if so, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) The percentage of selection at Allahabad Centre during the last four years, has been nearly the same as at other Centres. Figures of selection at Allahabad for period earlier to 1967, are not readily available.

(b) No, Sir.

(c) Does not arise.

U. K. refusal to stop Aid to Pakistan

*477. SHRI SHASHI BHUSHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister of United Kingdon has refused to stop aid to Pakistan in response to India's Prime Minister's appeal to bring pressure on Pakistan for a political settlement in East Bengal; and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). The British Secretary of State for Foreign

and Commonwealth Affairs has stated in the House of Commons on the 8th of this month that while development schemes already under way in Pakistan are not being stopped, no new aid is being supplied to the Government of Pakistan. He has also stated that all the members of the Aid Pakistan Consortium have made it clear to the Pakistan Government that there must be a proper political framework within which aid can be injected into Pakistan. The British Government have also impressed on the President of Pakistan the need for a political settlement which can give the refugees from East Bengal the confidence to return to their homes.

Decentralisation of Central Government Offices in Delhi

*479. DR. KARNI SINGH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether in view of the high pressure on land in the Capital, Government propose to embark upon a programme of decentralisation of the Central Government offices; and

(b) if so, the particulars thereof?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) and (b). It has been the avowed policy of the Government, for the following reasons, to shift such of the Central Government offices out of Delhi as could function from other places without detriment to their administrative efficiency:—

(i) The possibility of further construction of office and residential accommodation in Delhi is extremely limited having regard to the excessive pressure on land and the various civic services due to the steady large scale increase in population.

(ii) To relieve congestion both in the matter of office and residential accommodation.

(iii) To make provision for the possible expansion activities of Ministries/Departments such as Defence, External Affairs, Home, etc. which should necessarily on strategic and other considerations be retained in Delhi.

Some success has been achieved. Further steps that should be taken with a view to achieving better results in deconcentration of offices outside the Capital are under examination by the Government.

Preparations by Pakistan to Launch a Major Operation across Cease fire Line in Kashmir

*302. SHRI H. M. PATEL: Will the Minister of DEFENCE be pleased to state:

(a) whether the attention of Government has been drawn to the Press report appearing in the *Hindustan Times* of 2nd February, 1971 regarding the statement made by the President of Pakistan-occupied Kashmir that preparations to launch a major operation across the ceasefire line are under way in the area and calling for unconventional warfare including guerilla action in intensifying the war of liberation in Kashmir; and

(b) if so, the reaction of Government in regard thereto?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) and (b). Government have seen the Press report referred to. Government are aware of the training being imparted to Pakistani personnel in Pakistan Occupied Kashmir in guerilla tactics. The developments across the cease-fire line in J. & K. continue to be watched and taken into account in our defence plans.

Special Allowances for Doctors of C. H. S. Working in Difficult Areas

2003. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state what special allowance has been sanctioned for doctors belonging to Central Health Service posted to difficult stations lacking urban facilities?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): A special medical allowance @ Rs. 150/- p.m. has been sanctioned for C. H. S. doctors who are posted to such difficult stations as are categorised as category 'D' stations by the Government of India.

राजस्थान और मध्य प्रदेश के प्राथमिक स्वास्थ्य और परिवार नियोजन केन्द्रों के लिए संयुक्त राष्ट्र अन्तर्राष्ट्रीय बाल आपात निधि से सहायता

2004. **डा० लक्ष्मीनारायण पांडे :** क्या **स्वास्थ्य और परिवार नियोजन** मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश और राजस्थान में उन प्राथमिक स्वास्थ्य केन्द्रों की संख्या कितनी है जो परिवार नियोजन केन्द्र के रूप में काम करते हैं;

(ख) इन केन्द्रों को संयुक्त राष्ट्र अन्तर्राष्ट्रीय वाल आपात निधि से कितनी सहायता प्राप्त हुई है तथा गत तीन वर्षों में इन्हें किस प्रकार की सहायता दी गई है; और

(ग) क्या ऐसे सभी केन्द्रों को संयुक्त राष्ट्र अन्तर्राष्ट्रीय वाल आपात निधि की ओर से प्राप्त हुई जीप गाड़ियां दी गई हैं ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में उप मंत्री (श्री ए० के० किस्कू) : (क) मुख्य ग्राम परिवार कल्याण नियोजन केन्द्र प्रत्येक प्राथमिक स्वास्थ्य केन्द्र का एक अंग होते हैं। इन राज्यों में निम्नलिखित केन्द्र कार्य कर रहे हैं :—

राज्य	स्थापित किए गए प्राथमिक स्वास्थ्य केन्द्र	ग्राम परिवार कल्याण नियोजन केन्द्र
मध्य प्रदेश	446	441
राजस्थान	232	232

(ख) प्राथमिक स्वास्थ्य केन्द्र के लिए उपकरण, जन स्वास्थ्य परिचारिका महिला स्वास्थ्य वीक्षिका, किट्, मिडवाइफ किट, रेफ्रीजिरेटर, माईक्रोस्कोप, भोजन एवं औषध अनुपूरक सेट, गाड़ियों आदि के रूप में यूनिसेफ सहायता, पूर्ण अथवा आंशिक, उन प्राथमिक स्वास्थ्य केन्द्रों को दी जाती है जो विश्व स्वास्थ्य संगठन/यूनीसेफ तथा भारत सरकार द्वारा निर्धारित कतिपय कसौटी पर पूरे उतरते हैं। वर्ष 1968, 1969 और 1970 के दौरान निम्नलिखित केन्द्र को यूनिसेफ सहायता प्राप्त हुई है :—

राज्य	पूर्ण सहायता	आंशिक सहायता
मध्य प्रदेश	85	12
राजस्थान	20	16

प्राप्त हुई सहायता का मूल्य निकाला जा रहा है।

(ग) पिछले तीन वर्षों के दौरान केवल 100 प्राथमिक स्वास्थ्य केन्द्र (84 मध्य प्रदेश में और 16 राजस्थान में) यूनिसेफ गाड़ियों की सप्लाई के योग्य हुए हैं।

Allowance to Air Force Officers

2005. SHRI JYOTIRMOY BOSU: Will the Minister of DEFENCE be pleased to state: the rates of (1) qualification allowance, (2) special disturbance allowance, (3) field service benefits, (4) travelling and daily allowance, and (5) allowances for a married accommodation, furniture eletricity and water given to (1) officers, and (2) other ranks in the Air Force?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): A statement is laid on the table of the House [*Placed in Library. See* No. LT—408/71].

Denial of Grade III Posts of Stenographers to Steno-Typists of Armed Forces Headquarters

2006. SHRI BIREN DUTTA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Steno-typists of the Armed Forces Headquarters have been denied Grade III posts of Stenographers to enable them to come at par with the Central Secretariat Stenographers; and

(b) if so, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) and (b). The question of introduction of Grade III posts of Stenographers in the Armed Forces Headquarters Stenographers' Service is under consideration of Government.

Appeal of Indians in United States to Prime Minister Regarding Recognition to Bangla Desh Government

2007. SHRI M. KATHAMUTHU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indians living in U. S. had appealed the Prime Minister to recognise the Government of Bangla Desh; and

(b) whether they also criticised our diplomatic mission in U. S. for its ineffective work in connection with the development in Bangla Desh?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). A group of nine Indians claiming to represent Indian organisations in New York handed over a memorandum to our Permanent Representative in New York which contained an appeal for the recognition of Bangla Desh and alleged, amongst other things, that our diplomacy had not done enough to arouse the conscience of the world on the atrocities committed by the Government of Pakistan in East Bengal. It was explained to them that the question of recognition was under constant review by the Government of India. Countries took a stand on the East Bengal situation in the light of their own interests. It was not fair to blame Indian diplomacy merely because others might not have been as forthright as India. India continues to try to remove any misconceptions they might have about the East Bengal situation.

Steps taken to Exercise Checks at Airports

2008. SHRI S. M. KRISHNA:
SHRI P. GANGADEB:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have decided to check at the airport all diplomatic bags and also to carry out personal body search of all diplomats;

(b) if so, the reasons for taking such action;

(c) the further steps Government have taken to exercise check at the airport without causing inconvenience to the passengers; and

(d) the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Although diplomatic bags are exempt from search but diplomats, like all others, are subject to personal search.

(b) These steps have been taken in order to ensure the safety of passengers and aircraft, following the recent hijacking of an Indian Airlines Fokkar Friendship aircraft to Pakistan on 30th January, 1971 and its subsequent blowing up.

(c) and (d). All possible security measures are being taken to strengthen security arrangements at our airports without causing inconvenience to passengers. The result are considered satisfactory.

Eye-Disease Epidemic in Madras

2009. SHRI KALYANASUNDARAM: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether a highly infectious eye-disease described as anjictiontis has affected a large number of people in Madras and suburbs;

(b) whether the disease is rapidly spreading out as an epidemic;

(c) if so, the cause of the disease; and

(d) the steps taken to fight the disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). Yes, an eye disease known as Conjuctivities has affected a large section of the people in Madras and its suburbs.

(c) It is suspected that the disease is due to a virus infection.

(d) It is for the State Health authorities to take adequate measure to combat this disease. The State Administrative Medical Officers have been advised to take the following line of prophylaxis and treatment as a community measure:—

I.	Prophylaxis:	Sulphacitamide drops 10%
II.	Treatment (Local)	1. Tetracycline ointment OR 2. Chloramphenicol ointment OR 3. Soframycin ointment OR 4. Contrucid Cream.

III. At a later stage:
Oral Treatment
(especially for
severe cases): 1. Sulpha tablets long acting B.D.

Plan to improve Hospitals run by the Centre

2010. SHRI S. A. MURUGANANTHAM:
SHRI RAMACHANDRAN KADANAPALLI:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government have any plan to improve hospitals run by the Centre; and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). A Working Group has been constituted to study the working of two Central Government Hospitals and two Centrally aided Institutions, namely:—

1. Safdarjang Hospital, New Delhi.
2. Willingdon Hospital, New Delhi.
3. All India Institute of Medical Sciences, New Delhi.
4. Post-Graduate Institute of Medical Education and Research, Chandigarh.

The report of the Committee has not yet been finalised.

Constitutional Amendment on Acquisition of Lands for Slum Improvement

2011. SHRI SOMNATH CHATTERJEE: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the Tamil Nadu Government has urged the Centre to bring forward a Constitutional Amendment to provide for speedy acquisition of lands for slum improvement; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) No.

(b) Does not arise.

Manufacture of Marine Diesel Engine at Ranchi

2012. SHRI NIHAR LASKAR:
SHRI P. GANGADEB:

Will the Minister of DEFENCE be pleased to state:

(a) whether India's first marine diesel engine is likely to be manufactured at Ranchi; and

(b) if so, the total production and the date by which the marine diesel engine is likely to come in the market?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (DEFENCE PRODUCTION) (SHRI VIDYA CHARAN SHUKLA): (a) and (b). The marine Diesel Engine Project, Ranchi, which has recently gone into production, will be manufacturing about 10 medium powered G. V. type engines during 1971-72. The first engine is expected to be completed by July 1971. At full production, the rated annual capacity of the Plant for various types of engines is 6 Nos. of high-powered engines, 60 Nos. of medium-powered engines and 100 Nos. of low-powered engines.

भंवर कूआं बांध के लिए केन्द्रीय सहायता

2013. **श्री हुकम चन्द कछवाय:** क्या **स्वास्थ्य और परिवार नियोजन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने प्रस्तावित बांध के लिये केन्द्रीय सरकार से वित्तीय सहायता मांगी है ताकि मध्यप्रदेश में मुरैना जिले के करहाल आदिमजाति क्षेत्र में पेय जल की सप्लाई की जा सके;

(ख) क्या इस क्षेत्र में लोगों को ग्रीष्म काल में कई मील की दूरी से पेय जल लाना पड़ता है;

(ग) उक्त क्षेत्र में पेय जल की सप्लाई के लिये सरकार ने अब तक क्या कार्यवाही की है; और

(घ) उक्त बांध के लिये राज्य सरकार को कितनी वित्तीय सहायता दी जायेगी और कब तक दी जायेगी ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में राज्य मंत्री (श्री डी० पी० चट्टोपाध्याय) : (क) से (घ). सूचना एकत्र की जा रही है और जैसे ही प्राप्त होगी सभा पटल पर रख दी जायेगी ।

Crash Programme for Development of Potential Growth Towns

2014. SHRI M. M. JOSEPH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether an expert in Town and Country Planning had proposed a crash programme of developing 300 potential growth towns in the country in an effort to eradicate the problems of poverty, unemployment and housing shortage; and

(b) if so, the salient features thereof and the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) Yes. A memorandum containing such a proposal is said to have been submitted to the Expert Committee on Unemployment set up by the Ministry of Labour and Rehabilitation, by an official of the Delhi Development Authority.

(b) The proposals in the memorandum are:—

(1) A programme should be launched to develop 300 potential growth towns in rich but undeveloped areas in the country-side.

(2) A rural development corporation, with an initial capital of Rs. 50 crores, should be set up to help in setting up small scale industries.

The suggestions in all such memoranda will first have to be considered by the Expert Committee on Unemployment to whom they are addressed; it is only thereafter that the question of Government's reaction to them would arise.

1971 as Nutrition Year

2015. SHRI B. K. DASCHOWDHURY: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government have urged the United Nations to declare 1971 as Nutrition Year;

(b) the broad features of this declaration; and

(c) the names of other countries who have agreed to this proposal?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) No.

(b) and (c). Do not arise.

Scarcity of Drinking Water in Royalseema Andhra Pradesh

2016. SHRI P. VENKATASUBBAIAH: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the Royalseema area of Andhra Pradesh has been indentified as the scarcity area;

(b) whether the Central Government sanctioned either grants or loans outside the Plan to take up schemes in this area;

(c) whether there is still acute scarcity of drinking water supply in Royalseema area; and

(d) whether any special allocation of funds has been made to provide necessary equipment, such as rigs etc. to provide drinking water supply in this area?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) to (d). Information is being collected and will be laid on the Table of the Sabha as soon as received.

Expenditure Incurred in Briging Dr. Dharma Teja to India

2017. SHRI RAMCHANDRAN KADANNAPPALLI: Will the Minister of EXTERNAL AFFAIRS be pleased to state the total expenditure incurred by Government in bringing Dr. Dharma Teja to India?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): An amount of Rs. 6,70,000 has so far been incurred on the extradition of Dr. Dharma Teja to

India. Bills towards fees of solicitors and counsels amounting to Rs. 2,98,400/- are pending for payment with the High Commission of India, London.

Development of Chandigarh Territory

2018. SHRI A. N. VIDYALANKAR: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether in the rural areas of Chandigarh Union Territory little improvement has been visible in matter of sanitation and health, construction of water drains and approach roads and in the matter of rural housing;

(b) whether the contrast between the urban and the rural areas in the matter of development is rapidly growing; and

(c) whether Government are accelerating the plans of rural development ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Lack of Drinking water facilities for Taxi Drivers in Delhi

2019. SHRIMATI MUKUL BANERJEE: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government are aware that the taxi drivers in Delhi are facing lot of difficulty for want of drinking water facilities and minimum civic amenities; and

(b) if so, the action Government have taken or propose to take in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). The exact position is being ascertained and the required information will be laid on the Table of the Sabha.

Import of Kerosene Oil from Soviet Union

2020. SHRI SUBODH HANSDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to import Kerosene Oil from Soviet Union;

(b) if so, the total quantity of Kerosene to be imported; and

(c) whether this will help to bring down the price prevailing in the country?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) Yes, Sir.

(b) The estimated imports for 1971 are 4,25,000 tonnes.

(c) The prices fixed by the Government for deliveries ex-Oil Companies' storage points are determined on the basis of the recommendations made by the Oil Pricing Committee. These are common for imported as well as indigenously produced oil products. The retail selling prices of kerosene are fixed by the local state officials under the Essential Commodities Act, after taking into consideration the handling and transportation costs, sales tax, octroi and other such expenses.

Compensation to Immigrants from Burma and Pakistan

2021. SHRI N. SHIVAPPA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of immigrants from Burma and Pakistan who have been given compensation in lieu of their property left behind during the last two years; and

(b) the number of cases pending regarding their compensation and the time likely to be taken for finalising such claims?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). No compensation has been given to refugees coming from Pakistan during the last two years as no compensation is payable to them. There are, therefore, no pending cases. The settlement of the assets of the repatriates from Burma is under discussion with the Government of Burma through diplomatic channels.

Seminar on Market Town and Spatial Development

2022. SHRI SHASHI BHUSHAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether a seminar on 'Market Towns and spatial development' was organised by the National Council of Applied Economic Research in the month of April, 1971;

(b) if so, whether it was stated in the seminar that if the benefits of industrial and agricultural developments are to reach a large section of the population, the country should have seven times the present number of market towns;

(c) the main recommendations of the seminar;

(d) Government's reaction thereto and the steps taken to implement the recommendations of the seminar in the interest of the large section of population?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) Yes.

(b) A statement to this effect is contained in one of the papers submitted for consideration in the Seminar.

(c) The Seminar considered three aspects of the subject, namely, (i) the role of market centres in the development process, (ii) towns as levers of industrial spread—role of industrial estates, and (iii) criteria for the selection of new and existing towns for purpose of development. The broad conclusions drawn on these aspects emphasise the need for systematic empirical research into the development of market towns, the need for development of industrial towns keeping in view the resource capacity in the regions in which they are located, the need to make market towns as viable selfsustaining units, and the need for ensuring adequate accessible resource endowments for industrial towns.

(d) The recommendations of the Seminar will be taken into account by the Government in framing their policies and programmes on the subject.

India's Plea to U. K. Re. Rhodesia

2023. SHRI BHOGENDRA JHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of U. K. has refused to accept the plea of India to compel the racist Government of Rhodesia to come to the correct path; and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). The Government of India are of the view that the United Kingdom, as the administering power, has the ultimate responsibility for ensuring majority rule in Rhodesia, and that she should take effective measures, including the use of force, to bring down the illegal regime.

The U. K. Government's present stand is that they are seeking to ascertain through the talks which they have initiated with the illegal regime, whether a realistic basis exists for a negotiated settlement.

The Government of India have reiterated their view along with many other States at the Lusaka Summit Meeting, September 1970, at the Commonwealth Prime Ministers' Conference held at Singapore in January 1971 and at the United Nations in December 1970.

Report on Hijacking of Indian Plane to International Civil Aviation Organisation

2024. SHRI S. M. KRISHNA:
SHRI P. GANGADEB:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan had submitted a report of its Committee on Hijacking of Indian plane to Lahore to the International Civil Aviation Organisation;

(b) if so, whether Government have seen the report; and

(c) whether Government have also submitted its case to that organisation?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) According to our information, a summary of the conclusions of the report has been submitted to the Organisation by Pakistan. It will be recalled that Pakistan had also issued to the Press an Official statement on the conclusion of the report.

(b) The Government has only seen the official statement mentioned above. We asked for the report from the Government of Pakistan but it has not yet been given to us.

(c) Yes, Sir.

Demands of Goa Shipyard Workers' Union

2025. SHRI MOHAMMAD ISMAIL: Will the Minister of DEFENCE be pleased to state:

(a) whether any charter of demands had been submitted to the management of Goa Shipyard by the Goa Shipyard Workers' Union with regard to their grievances;

(b) if so, the main demands of the workers; and

(c) the steps taken by Government to meet these demands?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) Yes, Sir. The Union has submitted a Charter of Demands on 8th May, 1971.

(b) The demands pertain to (i) the conversion of casual workers into temporary cadre and of temporary workers into permanent cadre; (ii) revision of the Dearness Allowance pattern; and (iii) grant of City Compensatory Allowance.

(c) The matter has been considered by the Management of the Goa Shipyard Ltd. The position is that a Memorandum of Settlement relating to the basic pay and allowances of the workmen was entered into by the Management with the Goa Shipyard Workers' Union on 8th September, 1969. This contains a stipulation that the settlement will remain in force upto 31st August, 1972 and will continue to remain in force even thereafter, unless terminated by either party according to law. The settlement further provides that during the period it remains in force, the workmen and the Workers' Union would not araise any dispute in connection with any of the points agreed to in the settlement. In view of these stipulations, the question of revision of Dearness Allowance or grant of City Compensatory Allowance does not arise. It may be added that City Compensatory Allowance is at present not admissible even to Government employees in Goa.

As regards conversion of casual workmen into temporary cadre and of temporary workmen into permanent cadre, this depends on various factors such as volume of work in the Company, vacancies, and length of service of the workmen, etc. When these factors warrant such conversion, it is done in consultation with the workers' Union. Some temporary workmen were accordingly made permanent in March, 1971.

Demand by Goa Shipyard Workers for City Compensatory Allowance

2026. SHRI JAGDISH BHATTACHARYYA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have considered the demand of the Goa Shipyard Workers for grant of city Compensatory Allowance; and

(b) if so, what decision has been taken in the matter?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) and (b). The Management has considered the demand relating to the grant of City Compensatory Allowance. The position is that a Memorandum of Settlement relating to the basic pay and allowance of the workmen was entered into by the Management of the Yard with the Goa Shipyard Workers' Union on 8th September, 1969, which provides that the settlement would remain in force upto 31st August, 1972, and even thereafter unless terminated by either party according to law. It further provides that during the period it remains in force, the workmen and the Workers' Union would not raise any dispute in connection with any of the points agreed to in the settlement. In view of this provision in the Settlement, the question of grant of City Compensatory Allowance to the workmen of Goa Shipyard Ltd. does not arise. Moreover, City Compensatory Allowance is at present not admissible even to Government employees in Goa.

P. M. S Meeting with Opposition Leaders Regarding Sending of Delegations Abroad for Mobilisation of Public Opinion in Favour of Bangla Desh

2027. SHRI CHANDRIKA PRASAD:
SHRI NATHU RAM AHIRWAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister held a meeting with the Opposition leaders in May,

and a decision was taken at that meeting to send a delegation abroad to mobilise public opinion with regard to affairs of Bangla Desh; and

(b) if so, the time by which the delegation will be sent abroad?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Yes, Sir; on the 7th and the 25th May, 1971. However, no decision was taken to send a delegation abroad. The Minister of External Affairs mentioned that the sending of Parliamentary delegations abroad was under consideration and, if any decision was taken, the Opposition leaders would be consulted about including members of their Parties.

(b) Does not arise.

Allotment of Type IV Government Accommodation in Delhi

2028. DR. KARNI SINGH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) the total number of Central Government employees who are entitled to type IV accommodation but who have been allotted type II accommodation in the Capital; and

(b) how many of them have already put in more than 15 years of service?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) Officers entitled to Type-IV accommodation are not normally allotted Type-II accommodation. Evidently, the Hon'ble Member wants to know the number of persons eligible for allotment of Type-IV accommodation but in occupation of Type-II accommodation. The number of such persons is 1,201 in the Capital.

(b) 743 out of 1201.

Coal-Based Fertilizer Plants at Talcher and Ramagundam

2029. DR. LAXMINARAIN PANDEY:
SHRI HUKAM CHAND KACHWAI

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Coal-based fertiliser plants at Talcher and Ramagundam have been approved by Government; and

(b) if so, the inter se prioity allotted to these plants?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) Yes, Sir.

(b) Both the projects are being implemented simultaneously.

North Korean Trawlers with Arms Captured by Indian Navy in Ceylonese Waters

2030. SHRI S. M. KRISHNA:
SHRI P. GANGADEB:
SHRI SAMAR GUHA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the attention of Government has been drawn to the news-papers report in which it has been stated that Indian Navy Patrol boats captured two North Korean trawlers with weapons in the Ceylonese waters;

(b) if so, the particulars thereof; and

(c) the action taken against them?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) Yes, Sir.

(b) The report was totally incorrect.

(c) Does not arise.

External Affairs Office in Calcutta

2031. SHRI P. GANGADEB:
SHRI NIHAR LASKAR:
SHRI C. K. CHANDRAPPAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Union Government are considering a proposal to open a branch of External affairs Ministry's Office at Calcutta (Pakistan Desk); and

(b) if so, the main reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) A branch office of the Ministry of External Affairs has been opened at Calcutta.

(b) To coordinate relief work for the evacuees from East Bengal who have entered various border States and also to maintain public relations with foreign visitors.

Shortage of Accommodation in Girl's Hostels in Delhi

2032. SHRI N. SHIVAPPA:
SHRI BRIJ RAJ SINGH—KOTAH:

Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether due to shortage of accommodation in Girls' Hostels in Delhi, a number of employees in various offices residing out of Delhi are facing difficulties;

(b) if so, the number of Girls' Hostels and system of their managements;

(c) whether Government have received complaints regarding the arrangements in these hostels; and

(d) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) This Ministry is not aware as to whether a number of girls employees are residing outside Delhi for want of accommodation in girls hostels.

(b) There is only one Hostel for girls at Curzon Road consisting of 168 seats(136 rooms) This Hostel is managed by the Directorate of Estates. Allotment is made on the basis of waiting list maintained separately for Government servants and others. There is no Central Messing arrangement in the Hostel. The services are, however, provided by the Government.

(c) No, Sir.

(d) In view, of 'c' above, this does not arise.

Jobs to Senior Military Officers After Retirement

2033. SHRI R. S. PANDEY: Will the Minister of DEFENCE be pleased to state:

(a) whether in accordance with the present service rules, many of the senior military officers retire from service at young age;

(b) whether those officers are provided with alternative jobs commensurate with their ability and qualifications in defence establishments like ordnance factories to utilise their brain and experience properly and if not, the reasons therefor;

(c) whether Government are considering any measures to check this brain-drain and evolving some scheme; and

(d) whether these young officers after retirement will be officered suitable employment opportunity on priority basis?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) to (d). Military officers of the rank of Colonel and above in the Army, and of equivalent ranks in the other two Services, retire from service on completing their full tenure between the ages of 50 to 60. Such of these officers as require—re-employment and register themselves with the Director General Resettlement, are sponsored for civil posts for which they are considered suitable, including such posts in Defence Establishments.

Permission for Purchase of Private properties Against House Building Loans

2034. SHRI R. S. PANDEY: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether at present, Government servants can either get loan for the construction of a house or purchase, against loans, houses constructed by Government/Local Semi-Government bodies but they are not allowed to purchase private properties against such loans;

(b) if so, the reasons therefor; and

(c) whether the question of relaxing the relevant rules, thereby permitting Government servants to purchase private properties against loans sanctioned by the Ministry is under consideration?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) At present Government servants can get loans from the Government for the purpose of construction of a house including purchase of land from private parties, Government/Semi-Government bodies/Cooperative Societies. But loans are not admissible for purchase of houses/ready-built flats from private parties.

(b) The reasons for not granting advances

for purchase of ready-built houses from private parties are—

(i) the grant of advances in such cases do not increase the national stock of houses in the country;

(ii) it is difficult to assess the residual value of old houses;

(iii) it is difficult to ensure that the old houses are kept in constant repair, to serve as good security; and

(iv) the advances for purchase of old houses, if given, are liable to be abused.

(c) The Rules have already been relaxed to the extent that Government servants can obtain loans for purchase of ready built houses from Government/Semi-Government Organisation/State Government/Improvement Trusts/ Registered Cooperative Societies. No further relaxation is under consideration.

Shortage of Residential Accomodation in Delhi

2035. SHRI R. S. PANDEY: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether there is an acute shortage of residential accommodation in Delhi and it is very difficult for the lower and middle income group persons to get the accommodation on reasonable rent; and

(b) if so, the steps taken by Government to mitigate their grievances?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) and (b). As in other major cities of the country on account of the fast growth of population, there is considerable shortage of houses in Delhi and the rents at which houses are available are beyond the reach of many persons belonging to the lower income group.

The Government have taken a number of steps over the past several years to relieve the shortage of housing in the country including Delhi. Some of the measures adopted in Delhi are indicated below:

(1) Implementation of the following six social housing schemes which aim at ameliorating the housing conditions of persons belonging to the low and middle income groups etc.

(i) Integrated Subsidised Housing Scheme for Industrial Workers and Economically Weaker Sections of Community;

(ii) Low Income Group Housing Scheme;

(iii) Slum Clearance/Improvement Scheme;

(iv) Village Housing Projects Scheme;

(v) Jhuggi & Jhopri Removal Scheme in Delhi; and

(vi) Middle Income Group Housing Scheme.

According to progess reports received from the Union Territory Administration, so far, about 27,300 tenements/houses have been constructed under these scheme in addition to about 3,700 plots of 80 square yards and 46,000 camping sites of 25 square yards developed. All these schemes are being continued during the Fourth Plan period.

(2) The Delhi Development Authority was set up in 1957 with a revolving fund of Rs. 5 crores to accelerate the development and sale of land for residential plots. Subsequently, L.I.C. loan of Rs. 1 crore annually is being advanced to the Authority for this purpose since 1967-68. Since its establishment in 1957, the Delhi Development Authority has played a major role in providing developed land for housing. It has also built 5,600 flats so far and has taken up construction of another 9,680 flats. The Authority propose to undertake construction of about 24,600 houses in their next phase.

(3) A sum of Rs. 5 lakhs was contributed last year towards the share capital of the Delhi Cooperative Housing Finance Society in order to help promote the growth of housing cooperatives in the Union Territory.

(4) A few legislative measures have also been taken to safeguard the interests of tenants and to give incentives to house-builders, e.g. introduction of rent control laws, income tax concessions to employers in respect of houses built for certain categories of their employees and income-tax rebat

on annual values of newly-built houses with a modest rental (upto a prescribed limit).

Development of Imphal and Other Towns in Manipur

2036. SHRI N. TOMBI SINGH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the development of Imphal Town and other small towns in Manipur is being pursued according to an approved Master Plan; and

(b) if so, when such Master Plan was approved and what is the machinery for implementation thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) and (b). A master plan for Greater Imphal has been prepared. Town planning schemes are being prepared within the framework of the master plan.

A master plan for Jiribam has also been drawn up and work on the preparation of a plan for Churachandpur has already been initiated.

Implementation of the various recommendations of the master plans will be done by the various departments of the Government of Manipur.

Quota of M. B. B. S. Seats in Medical College Manipur

2037. SHRI N. TOMBI SINGH: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government have fixed the quota of M. B. B. S. seats in Medical Colleges for Manipur in the ensuring session; and

(b) if so, the number of such seats college-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). The Government of India have not fixed the quota of M. B. B. S. seats in Medical Colleges for Manipur in the ensuing session. A request has been received from the Manipur Administration regarding allotment of 50 seats in M. B. B. S. and 15 seats in Pre-Medical course. Allotment of seats for Manipur and other Union Territories/States will be finalised shortly.

Representative Mission of SihaNouk Government in Delhi

2038. SHRI B. K. MODAK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have received any request from the Provisional Government of Cambodia headed by Prince Sihanouk to set up a representative mission in Delhi; and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) The Government of India have received a suggestion that an Information Bureau of the Government headed by Prince Sihanouk might be set up in India.

(b) The matter is under examination.

Conversion of D. C. into A. C. DIZ Area, New Delhi

2039. SHRI SHANKAR DAYAL SINGH: SHRI R. C. VIKAL:

Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the New Delhi Municipal Committee have asked the residents of such Government quarters located in D.I.Z. area where A.C. electric current has not been provided, to get converted D. C. electric current into A.C. electric current by August 1971, failing which they will have to pay higher rates for D. C. current with effect from the 1st September 1971;

(b) whether the responsibility of converting electric current in these quarters is that of the C.P.W.D. and that two years ago the said department had given an assurance to the N.D.M.C. that it would arrange immediate conversion of electric current in these quarters;

(c) the reasons for not converting the electric current so far; and

(d) the propriety of imposing additional financial burden on the residents of the said quarters when the C.P.W.D. have failed to fulfil their assurance?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) The New Delhi Municipal Committee have informed by general notification that the D.C. tarrif would be enhanced with effect from 1st September, 1971.

(b) The responsibility of conversion from D.C. to A.C. in the said quarters is jointly of the C.P.W.D. and the New Delhi Municipal Committee. The internal wiring is to be done by the C. P. W. D. and the A. C. connections in the quarters are to be arranged by the New Delhi Municipal Committee. It was agreed in March 1969 to undertake conversion from D. C. to A. C. in such of the quarters in the DIZ area as were not likely to be demolished under the re-development plan with in a period of two years.

(c) and (d). There are 1255 affected quarters. Out of these, conversion work has been undertaken in 975 quarters. In 695 quarters, the work has been completed and in the remaining 280 quarters it will be completed soon. This leaves a further 280 quarters in which it is proposed to undertake the work of conversion shortly.

Permission to Form Union by Employees of 3-Field Ordnance Depot, Jammu and Kashmir

2041. SHRI S. M. BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether the civilian employees working in 3-Field Ordnance Depot, Jammu and Kashmir, are not allowed to form an union;

(b) if so, the reasons for the same;

(c) whether there is any elected Works Committee in this Depot; and

(d) if not, how the workers are ventilating their grievances?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) and (b). Trade union rights have been restricted in the case of sensitive Army Units like those engaged in maintenance of lines of communication/supply of stores to Army Units engaged in forward areas and on borders. Accordingly employees working in 3-Field Ordnance Depot, Jammu and Kashmir, are not allowed to form an Union.

(c) and (d). No Works Committee exists in the Unit. There is, however, a Welfare Committee through which the workers can ventilate their grievances.

Multi-Purpose Mobile Training-Cum Service Hospitals

2042. SHRI C. JANARDHANAN:
SHRI B. K. DASCHOWDHURY:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether there is a proposal to have multi-purpose Mobile training-cum-service hospitals to provide comprehensive health and medical care to the rural population;

(b) if so, the main features thereof; and

(c) the estimated cost of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) Yes.

(b) The mobile hospitals will provide comprehensive health and medical care including specialist and family planning services to the hitherto neglected rural population.

A 50-bed Mobile Training-cum service Hospital which will be in tents and will be fully equipped and provided with necessary vehicles will be attached to a suitable medical college in each State. Adequate accommodation will be provided in tents for all the staff members, students and interns. A teacher from each of the departments of medicine, surgery, obstetrics and gynaecology and, preventive and social medicine will stay in the mobile hospital with 10 to 15 final year medical students, 5 to 6 post-graduates and 10 to 12 final year nursing students for a month, by turn, and impart-clinical training daily. They will visit the homes of the villagers along with the medical, nursing and para medical personnel of the primary health centre and the personnel employed in our national programmes, such as malaria eradication, smallpox eradication, nutrition and family planning etc.

The training and service programme in the mobile hospital and in the homes of the villagers will be closely supervised by the respective teachers.

(c) At present the Government of India have sanctioned 22 such mobile hospitals. Out of

these five mobile hospitals will be in the purely Central Sector and the non-recurring expenditure of Rs. 3.1 lakhs and the recurring expenditure of Rs. 2.4 lakhs per annum per mobile hospital will be borne by the Centre. Seventeen Chittaranjan Mobile Hospitals have been allotted one to each State which has at least one medical college. The non-recurring expenditure of Rs. 3.1 lakhs for each Chittaranjan Mobile Hospital will be borne by the Ministry of Education and Social Welfare and the recurring expenditure will be borne by the State Government concerned. At present four mobile Hospitals in the Central Sector and eight Chittaranjan Mobile Hospitals are functioning.

Replacement of Sea Hawk Maritime Jets by Harrier Jump Jets

2043. SHRI C. JANARDHANAN: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a proposal to buy Hawker-Siddley made Harrier Jump jets for replacing the Sea Hawk Maritine jets now in operation on the Vikrant Aircraft carrier;

(b) if so, the main features thereof; and

(c) the price to be paid for these jets?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) to (c). It will not be in public interest to disclose this information.

O.N.G.C. without Full Time Chairman

2044. SHRI C. JANARDHANAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Oil and Natural Gas Commission had been functioning since September, 1970 without a full time Chairman; and

(b) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) and (b). The post of Chairman, Oil and Natural Gas Commission fell vacant on September, 8, 1970 with the end of the tenure of Shri L.J. Johnson. The officer, appointed on a substantive basis to succeed Shri Johnson, did not however join the post. Government are, therefore, considering other proposals for filling this post on a substantive basis.

In the mean time, as an *ad interim* arangement, Shri B. S. Negi, Member (Exploration), Oil and Natural Gas Commission has been officiating as Chairman, Oil and Natural Gas Commission, with effect from September 8, 1970.

West Bengal Vaccine Institutes

2045. SHRI DINESH JOARDER: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government propose to wind up the West Bengal Vaccine Institute on the ground that it is not a modern vaccine-producing centre;

(b) the steps taken to modernise this very ancient vaccine-producing Centre;

(c) whether there was a scheme to establish freeze dried vaccination Centre in Calcutta as well; and

(d) if so, the progress with regard to this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). The West Bengal Vaccine Institute is controlled and run by the State Government. Hence the question of its winding up is a matter for that Government to decide.

At the time of the formulation of the Fourth Five Year Plan, it was proposed to augment the production capacity in the four existing institutes at Patwadangar (UP), Belgaum (Mysore), Hyderabad (Ahdhra Pradesh) and Guindy (Tamil Nadu) so as to meet the entire requirement of Freeze-Dried Small Pox vaccine in the country and it was not envisaged to set up any additional vaccine production unit. In this context, the proposal of the State Government of West Bengal for the manufacture of Freeze-Dried Smallpox Vaccine could not be agreed to.

(c) and (d). There is no proposal at present to establish any freezr-dried vaccine centre in Calcutta.

Recruitment Rules for Senior Physictherapists

2046. SHRI HUKAM CHAND KACHWAI: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to refer

to the reply given to part (c) of unstarred Question No. 5298 on the 6th April, 1970 regarding the recruitment rules for Senior Physiotherapists and state:

(a) whether the examination of the various issue raised therein has since been made; and

(b) if so, the outcome thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) Yes.

(b) It has been decided not to amend the existing rules.

कोरबा में कोयले पर आधारित उर्वरक संयंत्र के लिये विदेशी मुद्रा

2047. **श्री हुकम चन्द कछवाय :** क्या **पैट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने तलचेर और रामगुंडम के कोयले पर आधारित उर्वरक संयंत्रों के लिये विदेशी मुद्रा की व्यवस्था की है और कोरबा संयंत्र के लिये नहीं की है; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

पैट्रोलियम और रसायन मंत्री (श्री पी० सी० सेठी) : (क) और (ख). सरकार ने सर्वप्रथम तालचेर एवं रामगुण्डम प्रायोजनाओं को कार्यान्वित करने तथा उक्त प्रायोजनाओं के लिए आवश्यक विदेशी मुद्रा की व्यवस्था होने के पश्चात कोरबा प्रायोजना के प्रभाजीकरण को निर्धारित करने का निर्णय किया है। अब तक इन दो प्रायोजनाओं (तालचेर एवं रामगुण्डम) के लिए आवश्यक विदेशी मुद्रा पर्याप्त मात्रा में उपलब्ध हो चुकी है और कोरबा प्रायोजना के प्रभाजीकरण के प्रश्न को शीघ्र ही अपनाएं जाने का प्रस्ताव है ।

Minimum Pension to Central Government Employees Including Defence Services Personnel

2048. SHRI HUKAM CHAND KACHWAI: SHRI JAGANNATHRAO JOSHI:

Will the Minister of DEFENCE be pleased to state:

(a) whether Government have accepted the concept of minimum pension of Rs. 40 p.m. for all Central Government employees including the Defence Services personnel;

(b) whether these orders are not applicable to the Defence Service personnel who were retrenched after putting in 7-10 years service, kept as reservists and laid down their lives during the Chinese aggression in 1962 and conflict with Pakistan in 1965; and

(c) if so, the resons for excluding this category of personnel from the purview of the Government orders regarding minimum pension?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) Yes Sir except in the case of Reservists. This is mainly because the Reservist's pension is based partly on colour service & partly on Reserve Service during which time the Reservists are free to undertake civil employment or persue other vocation.

(b) and (c). Families of Defence Services personnel (including those recalled from Reserve) who were killed in action during the Chinese Aggression in 1962 and Conflict with Pakistan in 1965 are entitled to pensionary awards at specially enhanced rates, the minimum of which is more than Rs. 40/- per month.

Committee for Township of Sindri Fertilizer Factory

2049. SHRIMATI BIBHA GHOSE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Township of Sindri Fertilizer is maintained by any Committee;

(b) if so, whether the committee is an elected body; and

(c) the functions of the committee?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) Yes, Sir. The township is administered by the Notified Area Committee, Sindri.

(b) The Committee is not an elected body; its members are nominated by the Local Self Government Department of the Government of Bihar.

(c) The functions of the Committee include sanitation and public health measures, family planning, dairy and poultry farming, milk supply, maintenance of markets and slaughter house, running of primary schools, etc.

British Navy Carrier in Indian Ocean

2050. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of Government has been drawn to the movements of British Navy Carrier "Albion" across the Indian Ocean particularly the coastal areas of India and Ceylon;

(b) whether Government have lodged any protest to the British Government against this interference; and

(c) if so, the nature of protest?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) According to the information available with Government, the British Naval Carrier 'Albion' paid a routine visit to Bombay.

(b) and (c). Foreign naval vessels, in accordance with the principle of the freedom of the high seas, can ply in the Indian and other Oceans. The question of a protest does not, therefore, arise.

Report of Feed-stock Committee of Fertilizer Projects

2051. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Hydro-electric power is cheaper than the Nuclear power for use as feed-stock in fertilizer projects as per the report of the Feed-stock Committee of Fertilizer Project set up by his Ministry a few years ago?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): Yes, Sir. The Feedstock Committee on Fertilizer Projects did come to the conclusion that hydro-electric power is cheaper than nuclear power for use as feedstock in fertilizer projects.

Allowances to Trainees of Air Force

2052. SHRI JYOTIRMOY BOSU: Will the Minister of DEFENCE be pleased to state:

(a) the particulars of the outfit allowances and other allowances paid to (i) a cadet undergoing training as an officer, and (ii) an other rank undergoing training in a training unit in the Army, Navy and Air Force; and

(b) the reasons for wide gap between the two categories of trainees in this regard?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) and (b). The information is being collected and will be laid on the Table of the House.

Setting up of 'Ear Bank'

2053. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether recently the ear-drum of a patient has been successfully replaced in Delhi;

(b) whether Government have considered the desirability of forming "Ear Bank" on the basis of 'Eye Banks'; and

(c) if so, when a decision in this regard is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) The ear-drum of a patient has been replaced in the Irwin Hospital, New Delhi, but it is too early to say what is going to be the state of hearing of the patient.

(b) No such proposal is under consideration of Government.

(c) Does not arise.

Construction of Government Quarters at Safdarjung Airport, New Delhi

2054. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the operation of air craft from Safdarjung Air Port, New Delhi has been suspended from the 1st May, 1971;

(b) whether Government have considered the desirability of using the whole area for construction of Government quarters for low and middle income groups; and

(c) if so, when the work on the project is likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) No, Sir, only passenger operation with DC-3 and other bigger aircrafts has been transferred from Safdarjung airport to Palam with effect from 1st May, 1971.

(b) and (c). These questions do not arise at present.

Night Shelters to the Pavement Dwellers in Big Cities

2055. SHRI N. K. SANGHI: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether any assessment has been made regarding average dwelling space available per head in the Metropolitan cities like Madras, Bombay, Delhi and Calcutta;

(b) the number of pavement dwellers in the above cities according to the recent census; and

(c) whether Government propose to provide night shelters to the pavement dwellers in these cities?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) No direct assessment has been made. However, indicative information in regard to housing conditions in terms of occupancy per house is available in the Census reports.

(b) The data collected during the 1971 Census is being analysed by the Census authorities.

(c) The Slum Clearance / Improvement Scheme introduced by the Ministry of Works and Housing in 1956 already provides for the construction of Night Shelters for the benefit of pavement dwellers, by the State Governments, Union Territories and local bodies.

Building of Submarines and Sophisticated Frigates in India

2056. SHRI S. M. KRISHNA:
SHRI P. GANGADEB:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government are working to build up submarines and sophisticated frigates in India itself;

(b) if so, to what extent;

(c) whether any foreign help will be sought in this regard; and

(d) if so, the name of the country ?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM) : (a) Yes, Sir.

(b) to (d). It will not be in public interest to disclose details in this regard.

Forein Naval Bases in India Ocean

2057. SHRI BRIJ RAJ SINGH-KOTAH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a number of Asian Countries have spoken against the setting up of Russia's Naval Base in Indian Ocean;

(b) the names of those countries which have set up their Naval Bases in Indian Ocean; and

(c) the reaction of Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) The majority of the littoral States of the Indian Ocean are agreed that no outside powers should set up bases in the Indian Ocean area. The Government of India are not aware of and naval base set up by the USSR in the Indian Ocean.

(b) According to the information available with Government the Governments of the U. K., USA and France have naval bases in the Indian Ocean area.

(c) Since 1965 the Government of Indian has repeatedly deplored the UK and US Governments decision to set up a base in spite of our valid objections. We have also brought the Lusaka Declaration on this subject to the notice of the Governments of USA, USSR and UK.

Representation from Workers of Hal Koraput, Division Sonabeda, Orissa

2058. SHRI D. K. PANDA: Will be the Minister of DEFENCE be pleased to state:

(a) whether Government are aware that the workers of HAL Koraput Division, Sunabeda, Orissa gave a representation to the

Central Government in March, 1971 listing their grievances and demands;

(b) whether some MLAs of Orissa have also written to the Minister of Defence Production in April, 1971 in this regard requesting for appointment of an Enquiry Commisssion to probe into the caharges levelled by the workers against the Management;

(c) whether due to the inaction of the Government in regard to the above, the workers have since started agitation and hunger strike to get their grievances redressed;

(d) if so, what is the present situation there in this regard; and

(e) what steps Government have taken or proposed to take to mitigate the grievances of the workers?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) and (b). Yes, Sir.

(c) to (e). The Government has been keeping a watch on the situation. It is a fact that a relay hunger strike has been going on in Koraput Division since January, 1971. The individuals participating in the hunger strike are ex-Causal employees of the Division who are backed by the ex-President of the Employees' Association. The hunger strike is not supported by the workers of the Division or by the Hindustan Aeronautics Employees Association, which is the recognized Union. The situation in the Division is normal and the relationship between the Management and the recognised Union in the Division continues to be cordial.

Cases of Mass Anaemia in Districts of Kerala

2059. SHRI C. K. CHANDRAPPAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether it has been brought to the notice of the Government that almost the entire population over a thousand living in the island of PAMPURUTH, Cannanore district, Kerala, is suffering from acute anaemia and other diseases connected with it;

(b) if so, whether the Centre has investigated about the case; and

(c) the steps Government intend to take to save the people of the island from these diseases?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) to (c). The requisite information is being collected and will be laid on the Table of the Sabha when received.

Views of North Vietnam Regarding Freedom Struggle in East Bengal

2060. SHRI SAMAR GUHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government of North Vietnam made any statement either in support or in opposition of the freedom struggle in East Bengal;

(b) if not, whether Government drew the attention of the Government of North Vietnam to support the freedom struggle of East Bengal; and

(c) if so, the reaction of North Vietnam thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) The Government of India are not aware of any such statement issued by the Government of Democratic Republic of Vietnam.

(b) and (c). The question of East Bengal has been discussed with the D. R. V. N. Government as with a number of other Governments through normal diplomatic channels. It is not customary to divulge such discussions.

Complaint Against Administration of Sainik School, Purulia in West Bengal

2061. SHRI INDRAJIT GUPTA: Will the Minister of DEFENCE be pleased to state:

(a) whether any complaints have been received regarding the administration of the Sainik School, Purulia, West Bengal;

(b) whether such complaints have been investigated and, if so, the findings thereof;

(c) whether only about 20 per cent of the boys passing out from this School have joined the National Defence Academy; and

(d) whether the school has failed to achieve the purpose of meeting the regional imbalance in the officer cadre of the Armed Forces?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) Yes, Sir. A complaint was received in November, 1970.

(b) On investigation it was found that the allegations were not correct.

(c) No Sir, nearly 36% of the boys passing out of the school have joined the National Defence Academy.

(d) No Sir, Since 1965 when the boys started joining the National Defence Academy from the School out of 98 boys who passed out of the school 35 boys had gained entry into the Academy. The results of the school compare favourable with other Sainik Schools in the country.

Chinese and Pakistani Naval Presence in Indian Ocean

2062. SHRI P. K. DEO: Will the Minister of DEFENCE be pleased to state whether there has been growing Chinese and Pakistani naval presence in the Indian Ocean?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): There is no indication of any recent increase in the presence of Chinese Naval Ships in the Indian Ocean. Pakistan has been increasing its naval strength and, consequently, the presence of Pakistani Naval Ships in the Indian Ocean has increased.

China Blaming India for Failure of Trade Talks with Nepal

2063. SHRI P. K. DEO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that China has been exploiting the failure of the Indo-Nepal trade talks by highlighting this in the NCNA and Radio Peking broadcasts particularly in Nepal since the beginning of the current year blaming India for the failure of the talks; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Yes, Sir,

(b) Suitable measures are taken from time to time to counteract such anti-Indian propaganda in Nepal and to make known the true facts to the Nepalese public.

Clashes Between Mizo Rebels and Indian Security Forces

2064. SHRI RAJDEO SINGH:
SHRI G. Y. KRISHNAN:

Will the Minister of DEFENCE be pleased to state:

(a) whether a number of severe clashes have taken place between Mizo rebels and the Indian Security Forces during 1969-70;

(b) if so, the number of soldiers and other officers killed; and

(c) the steps Government have proposed to check the entry of Mizo hostiles into India and to save the lives and property of that area?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) Sixtyone encounters took place between the Security Forces and the underground Mizos during two years 1969 and 1970.

(b) 15 Security Forces personnel, including two Army officers, were killed.

(c) Necessary steps have been taken to check the ingress of rebel Mizos into India, and to give adequate protection to the lives and property in Mizo district and adjoining areas.

Indian Oil Petrol Pumps to be opened in Fourth Plan Period

2065. SHRI S. C. SAMANTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of Indian Oil petrol pumps working all over India or which have started working by the 31st October, 1970;

(b) the number of petrol pumps likely to be opened in the current Five Year Plan period; and

(c) the facilities given by the Indian Oil Corporation to a person who opts for working on Indian Oil petrol pump and how do these facilities compare with other companies?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) 2,813.

(b) Approximately 2,000.

(c) For Corporation-controlled retail outlets, known as 'A' class outlets, Indian Oil Corporation leases and develops land and puts up all facilities including pumps, tanks, salesroom, emblem sign and service station equipment (where applicable). For dealer-controlled sites, known as 'B' class outlets, Corporation's investment is limited to the provision of pumps, tanks and emblem signs only. The Corporation has also a hire-purchase policy for service station equipment. Where justified, suitable subsidy is given to selected dealers for modernising their outlets. The facilities presently given by Indian Oil Corporation are broadly similar to those given by the other oil companies.

Complaints from Medical Institutions of Mysore. regarding Private Institutions

2066. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government have received some complaints from the Medical Institutions of Mysore State regarding Private running Institutions; and

(b) if so, the action taken by Government in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) Yes.

(b) Complaints in respect of two private Medical Institutions in Mysore State have been received. One is from the students of the Medical College, Gulbarga, and the other is from the non-teaching staff of the Kasturba Medical College, Manipal.

Regarding the Gulbarga Medical College, the complaint is that the management is charging high College fees in addition to Capitation fee. As regards the Kasturba Medical College, Manipal, the complaint relates to inadequacy of pay and allowances of the non-teaching staff.

Both these complaints have been forwarded to the Government of Mysore for appropriate action. Since they are private Institutions, the Government of India can hardly intervene in the matter.

Incentive Scheme in Sindri Fertiliser Factory

2067. SHRI S. P. BHATTACHARYYA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is any incentive scheme in Sindri Fertilizer Factory;

(b) if so, the main features thereof; and

(c) the steps taken by Government for the implementation of the scheme?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) to (c). The information is being collected from the Fertilizer Corporation of India and will be laid on the Table of the House in due course.

घरेलू गैस के मूल्य में कमी होना

2068. **श्री नरेन्द्र सिंह बिष्ट**: क्या **पैट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तीन महीने पूर्व सरकार ने घरेलू गैस के मूल्य में प्रति सिलण्डर 3 रुपये कम करने का निर्णय किया था;

(ख) यदि हां, तो उक्त निर्णय को लागू नहीं करने के क्या कारण हैं;

(ग) क्या गैस के उत्पादक अथवा सप्लायर गैस के सिलेण्डरों के मूल्य में वृद्धि करने की अनुमति के लिये सरकार पर दबाव डाल रहे हैं; और

(घ) यदि हां, तो सरकार ने उन गैस-उत्पादकों और सप्लायरों के विरुद्ध क्या कार्यवाही की है जिन्होंने सरकार के पिछले निर्णय को लागू नहीं किया है और जनता के हित और गैस संयंत्रों के परिवर्तित प्रयोग को दृष्टि में रखते हुए गैस के सिलण्डरों के मूल्य घटाने के लिये सरकार क्या कार्यवाही कर रही है ?

पैट्रोलियम और रसायन मंत्री (श्री पी० सी० सेठी): (क) तेल-मूल्य-समिति जिसने उत्पादों के मूल्य-निर्धारण की जांच की थी, ने सिफारिश की कि सारे भारत में प्राइवेट तेल कम्पनियों तथा भारतीय तेल निगम के तरल

पैट्रोलियम गैस के विक्रय मूल्यों को क्रमशः प्रति सिलेण्डर 3.00 रुपये एवं 2.14 रुपये तक कम किया जाए ।

(ख) मामला अभी सरकार के विचाराधीन है ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता ।

दिल्ली में मकान मालिकों के पास झुग्गी-झोंपड़ी प्लाट

2069. **श्री नरेन्द्र सिंह बिष्ट**: क्या **निर्माण और आवास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली के झुग्गी झोंपड़ी निवासियों की सम्पत्ति का मूल्यांकन किया गया था और पता चला था कि उनमें से 50–55 हज़ार लोग ऐसे थे जिन्होंने अपने मकान किराये पर दे रखे थे और जिनकी हज़ारों रुपये मासिक आय है;

(ख) यदि हां, तो क्या इन समाज विरोधी तत्वों के विरुद्ध कोई कठोर कार्यवाही करने का सरकार का विचार है; और

(ग) यदि हां, तो उसकी रूपरेखा क्या है ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आई० के० गुजराल): (क) जी, नहीं ।

(ख) और (ग) . प्रश्न ही नहीं उठता ।

'परिवार नियोजन' सम्बन्धी गोष्ठी

2070. **श्री नरेन्द्र सिंह बिष्ट**: क्या **स्वास्थ्य और परिवार नियोजन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इन्स्टीट्यूट आफ पब्लिक एडमिनिस्ट्रेशन, दिल्ली ने "परिवार नियोजन प्रशासन और नीति" पर एक त्रि-दिवसीय गोष्ठी का दिल्ली में आयोजन किया था;

(ख) यदि हां, तो किन विषयों पर चर्चा हुई और उन पर क्या निर्णय किये गये; और

(ग) इसके परिणामस्वरूप परिवार नियोजन कार्यक्रम के बारे में क्या नए तरीके अपनाये जायेंगे ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में राज्य मंत्री (श्री डी० पी० चट्टोपाध्याय) : (क) जी हां ।

(ख) और (ग). परिवार नियोजन प्रशासन और नीति सम्बन्धी विभिन्न पक्षों पर विचार किया गया । इस गोष्ठी की रिपोर्ट अभी प्राप्त नहीं हुई है तथा इसकी सिफारिशें प्राप्त होने पर उन पर विचार किया जाएगा ।

Allotment of Land to House Building Societies in Delhi

2071. SHRI B. K. DASCHOWDHURY: Will the Minister of WORKS AND HOUSING be pleased to refer to the reply given to Unstarred Question No. 4535 on the 31st August, 1970 regarding house building scheme and state:

(a) the reasons for not bringing to the notice of all the members of the Gujranwala House Building Society the carving out of plots of 225, 200 and 175 yards;

(b) what procedure was adopted for the allotment of plots of 225/200/175 square yards; and

(c) why the distinction of senior or junior members was allowed?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) The members who were eligible for 300 square yards plots could not be offered plots of 225, 200 and 175 square yards as those plots were allotted to the eligible members in those categories according to their seniority.

(b) The plots of 225/200/175 square yards were allotted to the eligible members for those categories according to their seniority through draw of lots.

(c) There is a provision in the approved bye-laws of the society according to which plots were to be allotted on the basis of the seniority of the members in the respective categories.

Allotment of Additional Land to Gujranwala House Building Cooperative Society, Delhi

2072. SHRI B. K. DASCHOWDHURY: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the additional land which was to be allotted to the Gujranwala House Building Co-operative Society, Delhi has been given possession to the society; and

(b) if so, when the possession was given and when it is to be developed and allotted to members of the Society?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) The case regarding allotment of additional land to the Society is still under consideration of the Delhi Administration.

(b) Does not arise.

Committee on Working of Centrally-run Hospitals

2073. SHRI B. K. DASCHOWDHURY: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the Committee set up to suggest measures to improve the working of Centrally-run hospitals has submitted its report; and

(b) if so, its personnel, terms of reference and its recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) The Working Group constituted in the end of April, 1971 to study the working of the following two Central Government Hospitals and two Centrally aided Institutions has not yet submitted its report:—

1. Safdarjang Hospital, New Delhi.
2. Willingdon Hospital, New Delhi.
3. All India Institute of Medical Sciences, New Delhi.
4. Post-Graduate Institute of Medical Education and Research, Chandigarh.

(b) A statement giving the details of its personnel and terms of reference is attached.

The Committee is expected to submit its report in about a month's time.

STATEMENT

Members of the Working Group

1. Shri P. L. Varma, Honorary Consultant—Chairman for Engineering Works, PGIMER, Chandigarh.
2. Joint Secretary (U), Department of Health.
3. Financial Adviser (Health).
4. Director General of Health Services or his nominee.
5. Medical Superintendent, Safdarjang Hospital, New Delhi.
6. Medical Superintendent, Willingdon Hospital, New Delhi.
7. Director, PGIMER, Chandigarh.
8. Director, All India Institute of Medical Sciences, New Delhi.
9. Chief Engineer (Electrical, C.P.W.D.).
10. Shri J. C. Mehta (Engineer, PGIMER, Chandigarh)—Member-Secretary.

Terms of References of the Working Group

(1) To examine the existing position and consider the scope and extent of the hospital administration and engineering services in the future and recommend suitable change therein and also the training facilities to be provided.

(2) To examine the existing financial norms and recommend suitable changes, including delegation of powers to lower levels for ensuring expeditious action.

(3) The report should cover both immediate and long term measures separately.

हिन्डन हवाई अड्डे (गाजियाबाद) के सिविलियन कर्मचारियों के सामान्य भविष्य निधि सम्बन्धी विवरण

2074. **श्री जगन्नाथ राव जोशी :** क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिन्डन हवाई अड्डे (गाजियाबाद) पर कार्य करने वाले सिविलियन कर्मचारियों को सामान्य भविष्य निधि के विवरण हर वर्ष नियमित रूप से नहीं दिये जाते;

(ख) इनमें से ऐसे कर्मचारियों की संख्या कितनी है जिनको अन्य एककों से वहां पर स्थानांतरित किया गया है और जिनको सामान्य भविष्य निधि के विवरण नहीं भेजे गये हैं जिनमें पिछली शेष राशि का उल्लेख होता है;

(ग) सामान्य भविष्य निधि के लेखों को अद्यतन रखने के लिये सरकार का क्या कार्यवाही करने का विचार है ;

(घ) क्या उसमें से कुछ ऐसे कर्मचारी भी हैं जिनको सामान्य भविष्य निधि में उनको अन्तिम बकाया राशि नहीं बताई गई है; और

(ङ) यदि हां, तो इसके क्या कारण हैं, और इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

रक्षा मंत्री (श्री जगजीवन राम) : (क) सामान्य भविष्य निधि के वार्षिक विवरण सम्बन्धित यूनिटों को नियमित रूप से प्रति वर्ष अंश दाता को देने के लिये भेजे जाते हैं ।

(ख) हिन्डन हवाई अड्डे पर अन्य यूनिटों से स्थानान्तरित हुए 26 व्यक्तियों के ऐसे मामले हैं जिन्हें उनके भविष्य निधि के विवरण नहीं दिए गए हैं, उनके पहले के यूनिटों के आने की प्रतीक्षा की जा रही है ।

(ग) जे० सी० डी० ए० (फंडस) की संख्या शक्ति अभी हाल में बढ़ाई गई है । फंडस के लेखे का संगणकीकरण करने का एक कार्यक्रम प्रारम्भ किया गया है जिससे फंड के लेखा को शीघ्रता से दिया जा सके तथा उसे अद्यतन रखा जा सके ।

(घ) और (ङ). लेखा का वार्षिक विवरण आदि शेष दर्शाता है जो कि पूर्व वर्ष का अन्त शेष होता है । किसी भी कर्मचारी ने अपने अन्तिम बकाया राशि में जो सामान्य भविष्य निधि का लेखा उसने प्राप्त किया था उसमें त्रुटि की शिकायत नहीं की थी ।

Corporation for Off-shore Oil Exploration

2075. SHRI P. K. DEO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are planning to set up a Corporation for off-shore oil exploration; and

(b) how the new Corporation is likely to help off-shore drilling?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) Not at present.

(b) Does not arise.

Geneva Conference on Indo-China

2076. SHRI P. K. DEO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there was a proposal to reconvene the Geneva Conference on Indo-China to consider the latest developments in Laos;

(b) whether the proposal was rejected by the Soviet Union; and

(c) the reaction of Government of India in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) The Government of Laos had informed the Government of India that they have suggested to the Co-Chairman of the Geneva Conference the reconvening of the conference for taking into account the recent events in Laos.

(b) The two Co-Chairmen have not yet contacted the Government of India in the matter.

(c) Does not arise.

Allocation of Funds for construction of Family Planning Centres in U.P.

2077. SHRI RAJDEO SINGH: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state the total amount granted by Government for the construction of Family Planning Centres in U. P. during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): An amount of Rs. 100.00 lakhs has been tentatively allocated to the Government of U.P. for the construction of buildings

under Family Planning Programme during 1971-72.

Delegation to World Capitals and to U. N. in support of Bangla Desh by Gandhian Organisations

2078. SHRI SHYAMNANDAN MISHRA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Gandhian Organisations in India propose to send a delegation to the U. N. and various world capitals to enlist their support to the cause of Bangla Desh; and

(b) if so, whether Government have been approached by them in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Shri Jayprakash Narayan of the Gandhi Peace Foundation left India on 16th May, 1971 for a number of world capitals and cities, including New York, and is expected to return towards the end of June. It is likely that he will meet U.N. personalities and organisations in New York.

(b) Yes, Sir, in order to secure the usual help and courtesies from our missions abroad as are given to visiting Indian dignitaries.

Shortage of Vaidyas in Rural Areas

2079. SHRI G. C. DIXIT: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) the number of Ayurvedic dispensaries in the country and whether there is a shortage of Vaidyas in rural areas in the country; and

(b) if so, the specific steps Government propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). The information is being collected and will be placed on the Table of the Sabha in due course.

मध्य प्रदेश में तेल की खोज

2080. **श्री गंगा चरण दीक्षित**: क्या **पेट्रोलियम और रसायन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न सर्वेक्षण रिपोर्टों के आधार पर कई विशेषज्ञों ने अपनी राय व्यक्त की है कि मध्य प्रदेश में तेल की सम्भावनाओं की खोज की जानी चाहिए;

(ख) यदि हां, तो इस सम्बन्ध में सरकार ने कौन सी योजनाएं आरम्भ की है;

(ग) जहां तेल की खोज आरम्भ की गई है वहां उसके क्या प्रारम्भिक परिणाम निकले हैं; और

(घ) अन्य सम्भावित क्षेत्रों में तेल का पता लगाने के लिये कौन सी योजनायें आरम्भ करने का विचार हैं ?

पेट्रोलियम और रसायन मंत्री (श्री पी० सी० सेठी): (क) जी नहीं।

(ख) और (ग). प्रश्न नहीं उठते।

(घ) अन्य ऐसे प्रदेशों जिन्हें कि सम्पन्न समझा जाता है, के लिए अनवेषण कार्य से सम्बन्धित उपायों के अन्तर्गत भूगर्भीय गुरूत्वाकर्ष, चुम्बकीय एवं भूकम्पीय सर्वेक्षण सम्मिलित हैं। जहां कहीं पूर्वोक्त किसी भी सर्वेक्षण के परिणामों से अनुकूल संरचनात्मक अवस्थाओं के विद्यमान होने के संकेत मिलते हैं वहां अन्वेषणात्मक व्यधन कार्य अपनाए जायेंगे।

मध्य प्रदेश में सैनिक स्कूल खोलना

2081. **श्री गंगा चरण दीक्षित**: क्या **रक्षा** मंत्री यह बताने की कृपा करेंगे कि।

(क) क्या केन्द्रीय सरकार को मध्य प्रदेश सरकार से उस राज्य में सैनिक स्कूल खोलने के लिये कोई अभ्यावेदन मिला है;

(ख) यदि हां, तो उस पर क्या कार्यवाही की गई है; और

(ग) चालू वर्ष में ऐसे कितने स्कूल खोलने का सरकार का विचार है ?

रक्षा मंत्री (श्री जगजीवन राम): (क) मध्य प्रदेश में रेवा के स्थान पर पहले से ही

एक सैनिक स्कूल, जुलाई, 1962 से स्थापित है। मध्य प्रदेश सरकार से उस राज्य में एक अतिरिक्त सैनिक स्कूल स्थापित करने के हेतु कोई प्रतिवेदन प्राप्त नहीं हुआ है।

(ख) और (ग). प्रश्न नहीं उठते।

Supernumery Translators Working in "Sainik Samachar" Published by Ministry of Defence

2082. SHRI K. LAKKAPPA: Will the Minister of DEFENCE be pleased to refer to the reply given to unstarred question No. 5083 on the 2nd September, 1970 regarding Supernumerary translators working in "Sainik Samachar" published by Ministry of Defence and state:

(a) the future prospects of the Supernumerary translators who are at present employed in *SAINIC SAMACHAR*; and

(b) whether any schemes have been drawn to improve their lot?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) Under existing rules supernumerary translators are to waste out in their present appointments;

(b) Possibilities of improving the lot of supernumerary translators are under consideration of Government.

Indian Representatives sent to Foreign Countries to explain Stand on Bangla Desh Issue

2083. SHRI BISHWANATH JHUNJHUNWALA:
SHRI B. K. DASCHOWDHURY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government sent the Foreign Secretary to Iran in order to explain India's stand *vis a-vis* the Bangla Desh Issue;

(b) whether such Indian representatives had also been sent to other countries in Middle East and Europe; and

(c) if so, the outcome of such visits and whether any of the Muslim countries have come to appreciate India's stand and have assured assistance to the freedom fighters of Bangla Desh?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). The Foreign Secretary visited Iran where there was a mutual exchange of views on political, economic and cultural relations, as well as on the question of Bangla Desh. Representatives have also gone to other countries.

(c) As a result of these visits, and of other steps taken by Government, Government have reason to believe that there is a better appreciation of India's stand and of the developments in East Bengal in the capitals of the world. Some Islamic countries like the UAR and Iran have announced relief in the shape of medicines for the refugees from East Bengal.

Allotment of Quarrying (Sand) in Delhi to M/s Niamtullah and Paramjeet Singh

2084. SHRI ACHAL SINGH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether Government are aware that only M/s Niamtullah and Paramjeet Singh have been allotted quarrying (sand) in Delhi for the last 12 years without auction;

(b) if so, the reasons for such allotment;

(c) whether there are 4 points of quarrying sand in Delhi; and

(d) if so, how many out of 4 points are open?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) and (b). The rights of quarrying were auctioned by the Gram Panchayat of Madanpur Khadar on 26th May, 1965. M/s. Paramjeet Singh Niamtullah being the highest bidder were given lease for five years at an annual lease money of Rs. 34,200/-.

(c) and (d). Till 1967, there were four points but now there are only three. Quarrying is, however, being done only at one of these three points.

Decline in Loop Insertion in the Country

2085. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Lippis loop is taking great leap backward in India and the number of loop insertions have gone down; and

(b) whether the rising cost of sterilisation has now gone up from Rs. 120/- to Rs. 170/-?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) It is a fact that there was a decline in the number of IUCD insertions. The trend of decline has since been controlled as will be seen from the following details:—

Year	*No. of IUCD insertions*
1965-66	812,713
1966-67	909,726
1967-68	668,979
1968-69	478,731
1969-70	458,726
1970-71	458,185(incomplet)

(b) Government is not aware how the figures of Rs. 120/- and Rs. 170/- per sterilisation have been arrived at. However, on the basis of figures of expenditure for 1968-69 and 1969-70, the average cost of sterilisation works out to Rs. 125.08 for 1968-69 and Rs. 176.03 for 1969-70.

Heavy Work-Load on Staff of G.B. Hospital Agartala due to Influx of Wounded People from Bangla Desh

2086. SHRI BIREN DUTTA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether a number of wounded people from Bangla Desh are sent to G. B. Hospital, Agartala;

(b) the stress on staff and scavengers has increased; and

(c) if so, the steps Government propose to take to relieve the heavy work load due to inadequacy of present staff working there?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). Yes.

(c) A Team of 12 Surgeons and Anaesthetists was deputed to Tripura to meet the reported shortage of Surgeons there. The Team cleared up work-load during their 15 days stay at Agartala and returned to Delhi in three batches on 6th/7th/8th June, 1971, leaving behind 3 specialists *viz.* 1 Orthopaedic Surgeon and 2 Anaesthetists, for following up the cases under treatment. The requirements of other staff are being met locally.

Lay-out Plan of the Dera Ismail Khan House Building Society, Delhi

2087. SHRI H. K. L. BHAGAT: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the lay-out plan of the Dera Ismail Khan House Building Society, Delhi has been recently approved by the Delhi Development Authority;

(b) if so, (i) the number of residential/commercial plots and their sizes; (ii) the number of residential/commercial plots in free-hold/lease-hold areas; and (iii) the criteria for allotment of free-hold and lease-hold residential/commercial plots amongst the members of the society;

(c) whether all the members of the Society will be accommodated; and

(d) if not, the reasons therefor and the steps proposed to be taken to meet the balance requirement?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) Yes, Sir.

(b) (i) In the layout plan provision has been made for 626 residential plots. Of these 285 plots are of the size of 133.30 square yards and 341 plots are of the size of 268.2 square yards. No provision for commercial plots has been made in the layout plan. An area of 0.32 acre has, however, been provided for convenient shopping.

(b) (ii) In the layout plan prepared by the Society, there is no such information.

(b) (iii), (c) and (d). It is for the Society to evolve equitable principles acceptable to its membership, for the distribution of the available land among its members. The society has carved out 626 residential plots against its membership of 1080 and has requested Delhi Administration for allotment of additional land.

Development of Land allotted to Dera Ismail Khan House Building Society by D.D.A.

2088. SHRI H.K.L. BHAGAT: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) the policy of the Delhi Development Authority for undertaking the work of development of land allotted to the co-operative house building societies in Delhi;

(b) whether the Dera Ismail Khan House Building Society, Delhi has approached the Delhi Development Authority for undertaking the work of development of the land allotted to the society; and

(c) whether Government have fixed or propose to fix target dates by which the Society must develop the land, and hand over the plots to the share-holders?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) The Delhi Development Authority does not undertake the work of development of land allotted to Co-operative House Building Societies in Delhi;

(b) Yes, Sir.

(c) It is not feasible for Government to fix target dates for completing the development work and handing over the plots to the share-holders of the Society.

Head Injury Cases dealt with by Safdarjung Hospital, Delhi

2089. SHRI M. RAM GOPAL REDDY: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) the number of head injury cases dealt with by the Safdarjung Hospital at Delhi in 1968, 1969 and 1970;

(b) how many of them proved fatal; and

(c) whether the hospital is fully and properly equipped to diagnose and treat such cases?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). A statement is attached.

(c) All the basic facilities with regard to diagnosis and treatment of such cases are available. However, efforts are being made to improve these facilities further.

Statement

Statement showing the number of head injury cases dealt with by the Safdarjung Hospital, Delhi.

Year	*No. of head injury cases dealt with*	*No. of fatal cases.*	*percentage of dealts to the injury cases.*
1968	787	83	10.54
1969	779	82	10.53
1970	791	90	11.3

Effect of Curd on Health

2090. SHRI M. RAM GOPAL REDDY: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether it has been found out by foreign scientists that consumption of curd is injurious to the health of both man and animal;

(b) whether any research has been made into this aspect in India; and

(c) if so, the findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) The Government have no information.

(b) and (c). The requisite information is being collected and will be laid on the Table of the Sabha.

Period of stay of an Army Officer in peace Area

2091. SHRI FETESINGHRAO GAEKWAD: Will the Minister of DEFENCE be pleased to state:

(a) the maximum period for which an Army Service Officer can stay on a particular post in peace area under the rules;

(b) the number and names of the senior officers in National Defence College, Delhi in whose case the period of overstay has exceeded 7 years; and

(c) the reasons for relaxing the rules in their favour to the detriment of the Junior Staff?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) The normal tenure for an Army Officer in a peace area is between 2 to 3 years. In certain cases, however, it may be necessary to keep an officer in a peace area for a longer period due to the exigencies of the service such as technical/specialised knowledge in a particular assignment.

(b) and (c). Col. Pyara Lal is the only Officer who has been with the National Defence College for over 7 years. Col. Pyara Lal retired on 18.8.1966 but has been re-employed because of his specialised knowledge and experience.

Indane Gas Distributors in Jaipur Division of Rajasthan and Tirhut Division of Bihar

2092. SHRI BHOGENDRA JHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of Indane Gas distributors in the Jaipur Division of Rajasthan and Tirhut Division of Bihar;

(b) whether applications were invited for distributorship and selected for any place in these two divisions during the last two years; if so, the list of names recommended and selected for specific places; and

(c) whether Indane agency is going to be established at Darbhanga also, if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): (a) The number of Indane distributers in the Jaipur Division of Rajasthan and Tirhut Division of Bihar are three and one respectively.

(b) No applications were invited for distributorship for Jaipur Division during the last 2 years. Applications were, however, invited for appointment of Distributor at Muzaffarpur (Bihar) from amongst unemployed Engineers/Graduates. As none of the applicants was found suitable, this distributorship has been earmarked for exservicemen.

(c) Indane is shortly going to be introduced in Dharbhanga where appointment of a Distributor has already been finalised.

Water Supply in New Moti Nagar New Delhi

2093. SHRI P. NARASIMHA REDDY: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to refer to the reply given to Unstarred Question No. 10112 on the 18th May, 1970 regarding Water Supply in New Moti Nagar, New Delhi and state:

(a) whether the work of providing booster pumps has since been completed; and

(b) if so, whether it has resulted in any increase in the water supply in comparison with the previous years?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

नई दिल्ली, आदर्श नेत्र अस्पताल के लेखों की लेखापरीक्षा

2094. **श्री नाथूराम अहिरवार**: क्या स्वास्थ्य और परिवार नियोजन मन्त्री नई दिल्ली स्थित आदर्श नेत्र अस्पताल के लेखों की लेखा-परीक्षा के सम्बन्ध में 6 अप्रेल 1970 के अतारांकित प्रश्न संख्या 5284 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगें कि :

(क) क्या सरकार ने उपर्युक्त प्रश्न के उत्तर में उल्लिखित लेखापरीक्षा आपत्तियों पर गम्भीरता से विचार किया है; और

(ख) यदि हां, तो सरकार ने लेखा-परीक्षा प्रतिवेदन की प्राप्ति के बाद क्या कार्यवाही की है ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में राज्य मंत्री (श्री डी० पी० चट्टोपाध्याय): (क) और (ख). दिल्ली प्रशासन से अनुरोध किया गया है कि वह इन मुद्दों पर सूचना उपलब्ध करे। सूचना जैसे ही प्राप्त होगी, सभा पटल पर रख दी जायेगी।

Funds for Construction of Municipal Market at Battala Bazar, Agartala

2095. SHRI BIREN DUTTA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government of Tripura have asked for a sum for construction of Municipal

Market at Battala Bazar, Agartala;

(b) if so, the amount asked for; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Demands of Govind Ballav Hospital Employees, Agartala

2096. SHRI BIRAN DUTTA: Will the Minister for HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the attention of Government has been drawn to the ill conditions in which the employees of Govind Ballav Hospital of Agartala, Tripura are working;

(b) whether the Nurses Union has given a memorandum to the Tripura Government; and

(c) the steps Government propose to take to meet their demands?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha in due course.

Master Plan for Family Planning Services in Rural Areas

2097. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Rs. 31 crores Master Plan had been drawn for the provision of Health and Family Planning services in rural areas; and

(b) if so, the particulars thereof, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. KISKU): (a) and (b). The information is being collected and will be laid on the Table of the Sabha shortly.

Candidates for Commissions in Defence Forces Possessing Engineering Qualifications

2098. SHRI JAGANNATHRAO JOSHI: Will the Minister of DEFENCE be pleased to state the total number of candidates for Commissions in the Defence Forces possessing engineering qualifications (Degrees and Diplomas) and the number of selected candidates from all the centres for the last three years?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): A total of 19,245 persons with a Degree in engineering, offered themselves as candidates for Commissions in the Army, Navy and the Air Force, during 1968, 1969 and 1970, and 1,140 candidates out of them were selected. Statistics in respect of diploma holders are not maintained.

Selection Centre for Commissions in Defence Forces, Meerut Cantt.

2099. SHRI JAGANNATHRAO JOSHI: Will the Minister of DEFENCE be pleased to state whether Meerut Cantt. was one of the Selection Centres for Commission in the Defence Forces which has been closed now; if so, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI (JAGJIWAN RAM): There was a Selection Centre at Meerut. It has not been closed but shifted to Roorkee for administrative reasons.

Allocation of Funds for Subsidised Plantation Labour Housing Scheme in Tamil Nadu

2100. SHRI J. M. GOWDER: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) the amount allotted to Tamil Nadu under Subsidised Plantation Labour Housing Scheme in the Fourth Plan;

(b) the amount allotted to the other States;

(c) whether the amount allotted to Tamil Nadu is inadequate; and

(d) the steps taken to make available adequate funds to Tamil Nadu for this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) to (d). The Fourth Plan provision for the Subsidised Housing Scheme for Plantation Workers, which is si-tu

plemented by the Governments of Assam, Kerala, Mysore, Tamil Nadu, and West Bengal and the Union Territory Government of Tripura, is Rs. 2.00 crores. Allocations are made to the State Governments on a year to year basis, having regard to the requirements of houses to be built in the different States for plantation workers, the utilisation capacity of the States, etc.

The Government of Tamil Nadu asked for an allocation of Rs. 50,000/- only for the year 1970-71, which was made available to them.

The allocations made to, and drawn by the other States during 1970-71 are as under:—

	(*Rupees in Lakhs*) *Central Assistance* *Allocated*	*Drawn*
1. Assam	30.30	30.30
2. Kerala	Not Required	
3. Mysore	5.00	5.00
4. West Bengal	6.00	6.00
5. Tripura (Union Territory)	0.20	0.20
Total	41.50	41.50

भारतीय विदेश सेवा में अनुसूचित जातियों और अनुसूचित आदिम जातियों के लोगों का प्रतिनिधित्व

2101. **श्री चन्द्रपाल शैलानी:** क्या **विदेश** मंत्री यह बताने की कृपा करेंगे कि:

(क) भारतीय राजदूतों, उच्चायुक्तों, परामर्शदाताओं, प्रथम सचिवों और महावाणिज्य-दूतों की श्रेणीवार संख्या कितनी है;

(ख) उनमें से कितने प्रतिशत व्यक्ति अनुसूचित जातियों और अनुसूचित आदिम जातियों के हैं; और

(ग) क्या उक्त प्रतिनिधित्व संतोषजनक है ?

विदेश मंत्रालय में उप-मंत्री (श्री सुरेन्द्र-पाल सिंह) (क): राजदूत 53
हाई कमिश्नर 15
परामर्शदाता 22
प्रथम सचिव 140
प्रधान कोंसल 15

(ख):

श्रेणी	प्रतिशत अनु. सूचित जाति	अनु. सूचित जनजाति
राजदूत	कुछ नहीं	कुछ नहीं
हाई कमिश्नर	6.67	कुछ नहीं
परामर्शदाता	कुछ नहीं	कुछ नहीं
प्रथम सचिव	3.57	2.86
प्रधान कोंसल	कुछ नहीं	कुछ नहीं

(ग) प्रतिनिधित्व असंतोषजनक नहीं हैं, किन्तु हमें उम्मीद है कि भविष्य में इन पदों पर अनुसूचित जातियों और अनुसूचित कबीलों के व्यक्तियों का प्रतिनिधित्व और बढ़ेगा।

Himachal Regiment in the Indian Army

2102. SHRI NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether a decision to start the Himachal Regiment has been taken on the representation of the Himachal Pradesh Government; and

(b) is so, when such a regiment will be started?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) No, Sir.

(b) Does not arise.

Various-Types of Pensions to Service-men

2103. SHRI BRIJ RAJ SINGH—KOTAH: Will the Minister of DEFENCE be pleased to state:

(a) the particulars of various types of pensions available to Servicemen; and

(b) whether there are any special pensions for kinsmen of soldiers or officers killed in action?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT—409/71].

(b) Yes Sir. Families/dependants of Service officers/personnel, who are killed in action are granted pensionary awards at specially enhanced rates. Details are given in the Booklet entitled: Armed Forces personnel and Civilians in Defence establishment book on service conditions 1970,' a copy of which was furnished to the Parliament Library along with the Annual Report of the Ministry of Defence for the year 1969-70.

Present Pay-Scales of Jawans and Officers of Army

2104. SHRI BRIJ RAJ SINGH—KOTAH: Will the Minister of DEFENCE be pleased to state:

(a) the particulars of the pay of officers and jawans (including junior Commissioned Officers) as at present and extra allowances to which these are entitled at various places *e.g.* on active duty, on the border, on the mountains etc;

(b) When their pay scales were last revised; and

(c) whether Government have any proposal for revising them in the near future?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) Details regarding the pay and allowances of Army officers and jawans are given in pages 10 to 31 of the pamphlet "Armed Forces Personnel and Civilians in Defence Establishment—Book on Service Conditions, 1970," copies of which were circulated, along with the Annual Report of the Ministry of Defence, to all Members of Parliament during the Budget Session last year. A statement indicating the modifications thereto is laid on the Table of the House. [*Placed in Library. See* No. LT—410/71].

(b)(1) 1st September 1965 in respect of officers of the rank of Major General and above;

(2) 1st July 1969 in respect of officers of the rank of Colonel and Brigadier of the general cadre;

(3) 1st April 1960 in respect of all other Army officers; and

(4) 1st July 1959 in respect of Army personnel below officer rank.

(c) Yes, Sir. Government have already appointed a Pay Commission, whose terms of reference include a review of the structure of emoluments of personnel belonging to the Armed Forces.

Allotment of Land to Ex-Service-men in Andhra Pradesh

2105. SHRI K. SURYANARAYANA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government of India have sanctioned the cultivable lands in dismantled aerodrome at Taplepalligundam (Andhra Pradesh to the ex-Service (defence) Peoples Farming Society;

(b) if so, the extent of the land leased out to the Society and the terms and conditions thereof;

(c) whether some portion of the land leased out to the Ex-military peoples farming society has been occupied unauthorisedly by some big farmers and Shri Eli Anjanegulu Municipal Chairman of Taplepalligundam;

(d) whether members of the farming society put in a complaint and requested the Government to vacate the occupants who are in possession unauthorisedly; and

(e) if so, how long they are in possession of the said lands and the action taken to vacate them?

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): (a) to (e). On 6-11-67 the Government of India sanctioned the leasing, initially for a period of 2 years, to the Ex-Servicemen Cooperative Society, Tadepalligudam, the entire area of the Tadepalligudam, airfield measuring 681.35 acres, including 91.875 acres occupied by runways etc. A number of people had encroached upon the land long before the lease was executed. The encroachers included 17 Municipal Councillors and Chairman of the Municipal Council, Tadepalligudam.

The lease was as per normal terms and subject to the following further conditions:—

(a) The lessee will pay 'Fair rent' for the entire site including encroachep

portions. The Fair rent will be worked out by the Military Estate Officer.

(b) The responsibility for removal of encrochments on the land will rest with the lessee and no rebate of rent or compensation will be allowed to him on this account except that no lease rent will be payable by him for the first year of lease in respect of portions of land which are under illegal possession of encroachers.

In October, 1968 the Ex-servicemen Co-operative Collective Farming Society represented that it was unable to evict the encroachers and hence could not make use of the land. All efforts made by the Society to secure the assistance of the State Administration to remove the encroachers proved to be of no avail. The Society, therefore, requested the Government of India to undertake to evict the encoarchers, if necessary, at the expense of the Society. The Military Estates Officer reported that as the encroachers were very influential it would be difficult to evict them. It was however decided that the Military Estates Officer should proceed to evict the encroachers under the Public Premises (Eviction of Unauthorised Occupants) Act, 1958. Necessary instructions were issued to the Military Estates Officer in May, 1969. At the same time the Government of Andhra Pradesh were requested to instruct the district authorities to render every possible assistance to the Military Estates Officer in the matter of evicting the encroachers.

It has, not been possible to evict the encorachers since a number of them filed writ petitions in the High Court of Andhra Pradesh against the eviction action. The matter is therefore subjudice.

Development of Engine for H. F. 24 Supersonic Aircraft

2106. DR. KARNI SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether an engine for the H. F.-24 supersonic aircraft has since been developed, if so, the particulars thereof;

(b) if not, by when the said engine is likely to be developed;

(c) the total amount so far spent on this project;

(d) the name of the collaborating country and whether the competence of the collaborating country was reckoned before embarking upon this project; and

(e) if so, the reasons for the failure of the project?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) and (b). The HF-24 aircraft is at present powered by Orpheus 703 engines which are manufactured under licence. In order to boost its power a reheat system for the engine has been developed at the Gas Turbine Research Establishment, but a decision has yet to be taken regarding the introduction of HF-24 aircraft with this engine.

(c) It will not be in the public interest to disclose this information.

(d) No foreign collaboration is involved in this project.

(e) Does not arise.

Production of Indian Planes of Supersonic Speed

2107. DR. KARNI SINGH: Will the Minister of DEFENCE be pleased to state the main features of the plans for designing and producing Indian planes of supersonic speed and modern fighting capability?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): The Hindustan Aeronautics Limited has been undertaking studies for the design of advanced aircraft for meeting the future requirements of the I. A. F. It will not be in the public interest to give any futher information.

Proposal for Expansion of Hospital in Rural Areas of Tripura

2108. SHRI BIREN DUTTA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether any proposal has been received from Government of Tripura for expansion of Hospitals in rural areas; and

(b) if so, the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): (a) and (b). The information is being collected and will be laid on the Table of the Lok Sabha.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED NON-PROCUREMENT OF FARMERS' ENTIRE PRODUCE AT PRICE FIXED BY GOVERNMENT

MR. SPEAKER: We now take up the Call Attention Notice.

SHRI VAYALAR RAVI (Chirayinkil): We have given notice. . .

MR. SPEAKER: You should know the procedure.

SHRI VAYALAR RAVI: The Punjab Assembly has been dissolved. . .

MR. SPEAKER: The Punjab Assembly question cannot make me depart from the procedure. After the Call Attention notice. Shri A. P. Sharma.

SHRI A. P. SHARMA (Buxar): I call the attention of the Minister of Agriculture to the following matter of urgent importance and I request that he may make a statement thereon:

> The reported non-procurement of farmers' entire produce at the price fixed by Government, non-lifting of entire procured produce and non-payment of sale price thereof to farmers in Uttar Pradesh, Madhya Pradesh, Rajasthan, Haryana, Punjab and other States.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE): Cultivators generally keep a portion of their produce for their own needs like consumption, seed, etc. Further, a cultivator is not compelled to sell his produce to the Government. If he can get a price higher then the procurement price announced by Government, he is free to sell it in the open market. Even at the procurement price, he is not obliged to sell to Government, but can sell to the trade if he so chooses to do. The commitment of Government is to purchase all grain falling within the prescribed specifications offered by the cultivators at the procurement price. The question of procuring the farmers' entire produce does not, therefore, arise. The Food Corporation of India and other procuring agencies have been vigorously purchasing the foodgrains offered by the farmers falling within the prescribed specifications at the procurement prices announced by Government. During the current Rabi season, upto about 8th June 3.3 million tonnes of wheat have been purchased as against 1.8 and 1.75 million tonnes for the corresponding periods of 1970-71 and 1969-70 respectively. The procurement made so far is already higher than the total procurement made during the last year. Such massive procurement would show that, by and large, Government are fulfilling their commitment of offering price support to the producer at the level of procurement prices announced by Government.

As the House is aware, unseasonal rains during the months of April and May have caused damage to wheat lying on the threshing floor. In order to give relief to the producers, Government have relaxed the specifications for procurement of wheat and the procuring agencies are purchasing rain damaged wheat falling within the relaxed specifications.

Since the market arrivals this year have been almost double that of last year and the procurement also has been 1.4 million tonnes higher, this has posed problems with regard to storage and movement. The problem of movement has been further accentuated because of the difficulties of moving the grain in to the Eastern region where conditions are difficult because of unprecedented influx of refugees etc. However, every effort is being made to step up movement by rail to the maximum extent possible. Maximum possible movement is also resorted to by road. Storage capacity in the procuring States is also being augmented by accelerating construction works and hiring godowns to the maximum extent possible to store the balance of the grain.

Arrangements have also been made for prompt payment of full procurement price corresponding to the quality of the grain procured. By and large, there have been no complaints except in the State of Uttar Pradesh. Under the marketing system in Uttar Pradesh, there are two sets of agents, the Kacha Arhatias purchasing directly from the farmers and the Pucca Arhatias representing the wholesale

agencies purchasing from the Kacha Arhatias. The presence of two sets of middlemen at. times gives rise to malpractices. The Food Corporation of India and the State Government have tightened the administrative arrangements to eliminate such malpractices to the maxium possible extent. These include greater involvement of co-operatives in procurement and enlarging the scope of direct purchases from the producers. As a long term measure the State Government has also been requested to take in hand measures to improve the marketing system in the State.

The massive procurement operations to provide support to the farmers are continuing. The Government is keeping a continuous watch on the problems of procurement, handling and movement and no effort is spared in ensuring that the farmers get the full benefit of the announced procurement prices.

SHRI A. P. SHARMA: Is it not a fact that in many places adequate number of agents have not been appointed by the Government and wherever procurement is made, the farmers are not paid in time and they have to face lot of difficulties in getting their payments?

Is it also not a fact that although the procurement price has been fixed at Rs. 76 per quintal, the farmers are not getting that, but are getting less than that amount which is a fixed rate, and the difference is being shared by the middlemen?

May I be assured by the Government that these difficulties will be removed and that the farmers will get the full payment in time?

Also I would like to know as to what is the machinery which has been set up for this purpose, to see that the farmers are not harassed?

SHRI ANNASAHEB P. SHINDE: There is some truth in the complaints from U.P. But, the bulk of the procurement is from Punjab and Haryana. For instance, as I said, total procurement up to the 8th June this year was 3.3 million tonnes. Out of that, practically 26 lakh tonnes were from Punjab and Haryana. As I said, in UP there are two sets of middlemen, kacha arhatias and pucca arhatias. Therefore, Government feels that it would be the best thing to have direct system of purchase from the farmers. We have already started this on trial basis to have direct purchase from the farmers in cooperation with the State Governments. The grain marketing structure will have to be amended so that the malpractices are eliminated and to overcome the present-day difficulties, we have suggested the setting up of popular committees at the mandi levels and we have given adequate power to the district magistrates. If any dispute arises, the decision of the District Magistrate is to be considered final. We are trying to have the local involvement also. But, there is some truth that there are some complaints of malpractices.

SHRI A. P. SHARMA: What is the machinery set up for looking into the complanits?

SHRI ANNASAHEB P. SHINDE: Popular Committees are being set up at the Mandi levels. They are being involved.

श्री रामचन्द्र विकल (बागपत) : अध्यक्ष महोदय, मुझे हार्दिक दुःख है कि जिस किसान के नाम से सारे संसार की आंखें खुलती है उसकी तरफ से केन्द्रीय सरकार आँखें मूंदे हुए है। जो वक्तव्य मंत्री महोदय ने दिया वह बहुत ही निराशा पूर्ण है। मंत्री महोदय स्वयं मेरे जिले में गये थे और वहां की स्थिति को देखा था। लेकिन जिन शिकायतों को उन्होंने स्वयम् अनुभव किया और पाया उनको भी यहां पर तसलीम नहीं किया। मैं कल ही दौरे से आया हूं। अनेक गांव ऐसे है सहारनपुर और मुजफ्फरनगर जिलों में जहां कोई भाव ही मुकर्रर नहीं हुए और कोई भी खरीददारी किसान से नहीं हो रही है।

दूसरी शिकायत मुझको यह मिली है कि 76 रु० का जो सरकारी भाव है उसका फर्जी पर्चा देकर किसान से खरीद हो रही है। कच्चे आढ़तिया इंसपेक्टर और गल्ले के वसूली के एजेंट मिलकर कहीं कहीं 76 के बजाय 69 रु0 और कभी कभी 65 रु० तक दे रहे हैं। मुझे इसकी भी जानकारी है कि किसानों से ढाई किलो फी क्विंटल कर्जे के तौर पर काटा जा रहा है। इसके अलावा जो इंस्पेक्टर है वह खराब गल्ला थोड़े दाम पर खरिदवाकर गोदाम में डलवा रहा है और 8 आ0 फी बोरी उसके लिये बंधा हुआ है अनेक मंडियों में। अभी राजस्थान के कोटा नामक स्थान में

[श्री रामचन्द्र विकल]

खाद्य निगम के एजेंटों द्वारा किसानों को वोगस चेक देने के सम्बन्ध में एक समाचार हिन्दी "हिन्दुस्तान" में निकला है । आपने उसको देखा होगा । चेक पर नम्बर हैं, पाने वाले का नाम है मगर पैसा नहीं मिल रहा है । इस तरह से हम देखते हैं कि किसानों को पैसा वसूल करने में कितनी दिक्कत होती है । क्या मंत्री महोदय की जानकारी में यह बात भी आई है कि किसानों का गल्ला एक एक महीने से जा चुका है लेकिन अभी तक भी उनको उसके दाम नहीं दिए गये हैं । अभी तक तो किसानों को मजबूर किया जाता रहा है । अभी खाद्य मंत्री ने कहा है कि हम मजबूर नहीं कर सकते हैं । किसान सब गल्ला एजंट को ही दे ऐसी बात नहीं है । किसानों को जब सरकार को जरूरत पड़ती है हमेशा मजबूर किया जाता है और उनसे सस्ते भावों पर गल्ला लिया जाता है, बाजार भाव से कम पर लिया जाता है । लेकिन आज वह कहते हैं कि हम मजबूर नहीं कर सकते हैं । किसानों की तीन-तीन दिन तक गाड़ियां मंडी में खड़ी रहती हैं । शिन्दे साहब बुलन्द शहर गए थे और थोड़ा-सा दिग्दर्शन उन्होंने किया था । लेकिन मुझे दुख हैं कि कोई-भी खास व्यवस्था अभी तक भी नहीं की गई हैं । मामले को सही नहीं किया गया है और न कोई आदेश ऐसे दिये गए हैं जिनसे सही तौर से किसानों में जो असन्तोष और बेचैनी है वह दूर हो सके । जो गड़बड़ी किसानों के साथ फर्जी दाम देने की हो रही है, कम दाम देने की हो रही है क्या उसको मंत्री महोदय दूर करेंगे ? सारा गल्ला खरीदने के लिए सरकार वचनबद्ध है । राज्य सरकारों पर अभी तक कोई खास जिम्मेदारी नहीं सौपी गई है, कोई विशेष आदेश नहीं दिये गये हैं कि वह उसके अन्दर पड़े । कुछ जिलाधीशों ने थोड़ी-सी दिलचस्पी ली, मंडियों में वे गए लेकिन कोई खास नतीजा नहीं निकला । कोई कारगर कदम राज्य सरकार की तरफ से अभी तक नहीं उठाए गए हैं । यह एक गम्भीर संकट किसानों के सामने आ कर खड़ा हो गया है । आप देखें कि कितना महंगा बीज, खाद, पानी आज उनको पड़ता है । ऐसी अवस्था में सस्ते भावों पर खरीद करना किसानों को लूटना नहीं तो क्या है ? यह सरकार के हित में भी नहीं है । मैं जानना चाहता हूं कि इस पर तुरन्त सरकार ध्यान दे कर कोई समुचित प्रबन्ध करेगी ?

अध्यक्ष महोदय : मैं थोड़ा-सा आपका ध्यान दिलाना चाहता हूं कालिंग एटेंशन के प्रोसीजर के बारे में ताकि इसको दुरुस्त किया जा सके । पहले तो होता ही नहीं था । फिर स्टेटमेंट होता था । स्टेटमेंट के बाद जो रूल बना वह आपके सामने आया । वह इस प्रकार है :

> "There shall be no debtate on such statement at the time it is made but each Member in whose name the item stands in the List of Business may, with the permission of the Speaker, ask a question."

क्वेश्चन से बढ़ते-बढ़ते डिबेट बन गई । इलस्ट्रेशन के लिए थोड़ा-सा आप कह सकते हैं, इंट्रोडकशन थोड़ा-सा दे सकते हैं । लेकिन डिवेट में तो इसको नहीं बदल दिया जाना चाहिये । शुरू से आखिर तक मैंने सुना है । क्वेश्चन आया नहीं । आपने सजैशन दिए हैं । मैं इसको बहुत मुख्तसिर करना चाहता हूं । क्वेश्चन किये जाया करें । क्लेरिफिकेशन के तौर पर थोड़ी बहुत छूट हो सकती है लेकिन आपका सवाल तो कोई आया नहीं ।

श्री रामचन्द्र विकल : मैं चाहता हूं कि जिन शिकायतों की तरफ मैंने मंत्री महोदय का ध्यान दिलाया है उनका वह समाधान करें । यही मेरा सवाल है । राजस्थान से लेकर उत्तर-प्रदेश में इसका वह समाधान कर दें ।

SHRI ANNASAHEB P. SHINDE: May I say something, with your permission? I appreciate the concern of the hon. Member for the interests of the farmers. We are equally concerned about the interests of the farmers. The hon. Member referred to a particular case of a fake cheque. That cheque was not from the Food Corporation, but it was from some trader. As soon as we saw the report in the press, we had ordered an inquiry into the particular case.

All the same, the hon. Member should appreciate that the arrivals this year in the market have been almost double those of last year, and the farmers' interests would have very much suffered had there not been massive purchases on behalf of the Food Corporation. So, the positive aspect is there. Even in UP particularly the market arrivals were four times higher than last year, and if the Food Corporation had not entered in a massive way in the market, I think that the farmers' interests would have suffered very much. There may be some cases of complaint, and we shall look into them. We are trying to improve the system. But the role of the Food Corporation which is a public sector organisation entering the market in the interests of the farmers should be appreciated by the House.

श्री रामचन्द्र विकल : दामों के बारे में सफाई नहीं हुई है । 76 के बजाय 69 रुपये दिये जा रहे हैं । इसको सही करायेंगे या नहीं ?

SHRI ANNSASAHEB P. SHINDE: I have said that we shall look into the matter.

श्री हुकम चन्द कछवाय (मुरेना) : खाद्य निगम के एजंटों द्वारा सोसाइटी के मालिक मध्य-प्रदेश के ग्वालियर, भोपाल, इन्दौर और जबलपुर डिविजनों के अन्दर अनाज खरीदा जाता है । खाद्य निगम द्वारा नियुक्त किए गए इंस्पेक्टरों द्वारा अनाज की जो गाड़ियां आती हैं वे चैक की जाती हैं । उनको अनाज पसन्द आ जाता है तो वे हां कह देते हैं नहीं तो न कह देते हैं । 70-75 परसेंट जो अनाज की गाड़ियां मंडी में आती हैं उनको रिजेक्ट कर दिया जाता है । उनकी सांठ-गांठ व्यापारियों के साथ होती है । व्यापारी लोग इन्सपेक्टरों के पीछे लगे रहते हैं । वे व्यापारी 50, 54 या 60 रुपये क्विंटल के भाव से मंडी में आया हुआ अनाज खरीद लेते हैं और उस अनाज को मिक्स करके बोरे भर कर ट्रकों में लदवा कर और किसी भी काश्तकार के नाम से मंडी में ले आते हैं । अब उसी अनाज को 74-75 रुपये के भाव पर सोसाइटी द्वारा खरीद लिया जाता है । जो मुनाफा होता है उसमें कमीशन दोनों का बंधा रहता है । मैं जानना चाहता हूं कि क्या इसकी जानकारी मंत्री महोदय को है और अगर है तो इस शिकायत को दूर करने के लिए उन्होंने कौनसे ठोस कदम उठाये हैं ?

विदिशा जो भोपाल डिविजन का एक प्रमुख जिला है वह अनाज का बहुत बड़ा भंडार है । वहां पर अनाज सस्ते भावों पर खरीदा गया है, 54-56 रुपये क्विंटल के भाव पर सोसाइटी ने खरीदा है । काफी दिनों तक उसका पैसा खाद्य निगम द्वारा सोसाइटी को अदा नहीं किया गया इसके फलस्वरूप काश्तकारों को काफी दिनों तक पैसा नहीं मिला । इसके फलस्वरूप किसानों ने तमाम गाड़ियां ले जा कर कलेक्टर के घर के सामने खड़ी कर दीं और उनका घेराव किया, तब जाकर उनको पैसा मिला । मैं जानना चाहता हूं कि क्या आपको जानकारी है कि कम दामों पर अनाज खरीदा गया ?

इंस्पैक्टर लोग अनाज खरीदते हैं । कितनी अच्छी क्वालिटी का अनाज उन्होंने खरीदा है, इसका एक नमूना मेरे पास है जिसको मैं सदन के सामने रखना चाहता हूं । कितना सुन्दर और बढ़िया यह अनाज है इसको आप देखें । इसकी यह दशा कैसे हुई, इसका भी एक कारण है । कारण यह है कि गोदाम आपके पास नहीं है । न ही आपके पास थैले हैं न आपके पास अनाज लाने ले जाने के साधन ही हैं । उसके फलस्वरूप जो अनाज का हाल हुआ है, उसका नमूना मैं लेकर आया हूं जिसके लाखों बोरे हैं और यह मुरैना जिले के शिवपुर कलां मंडल का है । इसे कौन खाएगा ? सरकार का पैसा क्या इसके अन्दर बरबाद नहीं हुआ है ? सरकार के धन को हानि नहीं हुई है ? यह अनाज पानी के अन्दर भींग गया है ।

कोओप्रेटिव बैंक्स तथा सोसाइटीज ने काश्तकारों को तीन करोड़ रुपये कर्ज दे रखे हैं । वे कर्जों की वापसी के लिए तकाजा करते हैं । वे कहते हैं कि हमारा कर्जा वापिस करो । किसान के पास अनाज पड़ा हुआ है, कोई खरीदता नहीं है । उसका अनाज बिकेगा तभी तो वह कर्जा चुकाएगा । लेकिन सरकार उनके अनाज को लेती नहीं है । सारे प्रदेश के अन्दर काश्तकारों के पास

[श्री हुकम चन्द कछवाय]

अनाज पड़ा हुआ है । मैं जानना चाहता हूं कि आपने इसका क्या प्रबन्ध किया है ?

बड़े लोगों ने अनाज साफ करने की मशीनें ले रखी हैं । खलिहान में ले जा कर वे किसानों का अनाज साफ कर देते हैं ।

एक माननीय सदस्य : क्या वह भाषण नहीं कर रहे हैं ?

अध्यक्ष महोदय : जो भाषण करते हैं वे दूसरों को इसी तरह कहते हैं । आप ऐसा न किया करें ।

श्री हुकम चन्द कछवाय : काश्तकार अपने अनाज को काट कर खेतों से खलिहान में रखते है । कुछ बड़े लोगों ने अनाज साफ करने की मशीनें लगा रखी हैं । वे सौ बोरे साफ करते हैं तो दस बोरे ले लेते हैं या पंद्रह बोरे ले लेते हैं ।

श्री अटल बिहारी वाजपेयी (ग्वालियर) : आज आपकी घंटी कुछ जोर से बोल रही है । यह बदली तो नहीं है ? क्या बजट में इसका भी कोई प्रबन्ध किया गया है ?

अध्यक्ष महोदय : ऐसे मेम्बरों के लिए जोर से बजाने के बगैर काम नहीं चल सकता है ।

श्री हुकम चन्द कछवाय : एक अंतिम विशेष बात मैं बता रहा था । जिन बड़े लोगों ने अनाज साफ करने की मशीनें लगा रखी हैं वे काश्तकारों के खलिहानों पर जा कर उनके अनाज को साफ कर देते हैं लेकिन उसकी कीमत बहुत ज्यादा वसूल करते हैं दो जून की वर्षा के बाद से । सौ क्विंटल साफ करते हैं तो पचास क्विंटल तक ले लेते हैं । ऐसी घटनायें ग्वालियर डिविजन में हो रही हैं, प्रदेश भर में हो रही हैं । इनको रोकने के लिए कौन से ठोस कदम आप उठाने जा रहे है ?

जो घपलेबाजी हो रही है, इसे रोकने के लिए क्या आप कोई विशेष कदम उठायेंगे ? पर्याप्त मात्रा में बोरे और गोदामों की व्यवस्था करके उचित दामों पर अनाज खरीदा जाए, इसकी क्या ठोस व्यवस्था आप करने जा रहे हैं ?

SHRI ANNASAHEB P. SHINDE: The hon. member wants to blame Government even for natural calamities.

SHRI PILOO MODY (Godhra): Why not?

SHRI P. K. DEO (Kalahandi): Why did they not insure against natural calamities?

SHRI ANNASAHEB P. SHINDE: I am glad Shri Kachwai has developed a new line of approach now. He has mentioned that some rich farmers and some traders were also exploiting the farmers. I hope he will convince his party. . .

SHRI ATAL BIHARI VAJPAYEE: Let him reply to the points raised by the hon. member. We are not discussing party policies here.

SHRI ANNASAHEB P. SHINDE: I only mentioned that the hon. member has found that farmers are exploited by some traders and farmers.

As for the interests of the farmers, they are equally dear to us. We will refer the specific complaints referred to by him to the Madhya Pradesh Government.

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मेरे प्रश्नों का उत्तर नहीं दिया गया है । वहां पर बोरे नहीं हैं, गोदाम नहीं है, जिसके कारण अनाज सड़ रहा है । अनाज उठाने की कोई व्यवस्था नहीं है । बैंकों द्वारा कहा जा रहा है कि हमारा पैसा दीजिए ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, माननीय सदस्य, श्री कछवाय, ने प्रश्न पूछा है कि क्या यह सच है कि भेलसा में गेहूँ 56 रुपये पर खरीदा गया है, जब कि भाव 76 रुपये है ।

SHRI ANNASAHEB P. SHINDE: I have already said that we shall refer the specific complaints to the Madhya Pradesh Government.

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मेरे प्रश्नों का उत्तर दिलवाइये । इंस्पेक्टर द्वारा 70 प्रतिशत गाड़ियां रिजेक्ट कर दी जाती हैं । व्यापरी वही गाड़ियां खरीदते हैं और अच्छा कह कर मार्केट में लाते हैं ।

SHRI ANNASAHEB P. SHINDE: I have said about the specific complaints that we shall refer them to the State Government.

SHRI P. K. DEO: The Minister's statement is most misleading as there is no open market in this country so far as procurement of foodgrains is concerned. The Food Corporation of India, a Government of India undertaking, which was presided over till the other day by a defeated Congress Minister, has the full right of procurement of foodgrains in this country and, being a monopoly concern, all the corollary evils of the monopoly system are there. Day in and day out we get reports of nepotism, corruption, irregular payments and harassment of the millowners, purchaisng agents and cultivators, creation of artificial barriers and discrimination in classification of cereals. For instance, I would like to point out that the Safri variety of paddy is being procured as fine paddy in Kalahandi at Rs. 5 less than the procurement price prevailing in the adjoining Raipur District, Shri Vidya Charan Shukla's constituency, where it is procured as superfine paddy. Taking into consideration all these factors, is it not high time that we did away with these artificial barriers, the food zones and the suffocating controls, so that there is free flow of cereals throughout the country and the price is decided by the universal law of demand and supply and the cultivator gets the fruits of his labour. Especially now when national frontiers are shrinking and we have a common market in Europe, why in a country like this should we have these barriers, especially when the foodgrains output in this country has reached more than 106 million tonnes? So, I would like to ask when there is going to be an end to all these barriers, suffocating controls and food zones.

SHRI ANNASAHEB P. SHINDE: The hon. Member is advocating the theory of free trade. I do not blame him because it is his party's view. The hon. Member made a number of mis-statements. For instance, he said there was no free trade. But he knows that on wheat there is no ban whatsoever. Any private persons can purchase any quantity of wheat anywhere they like. The only thing is that in the interest of the farmers we purchase at the procurement price. The formers are likely to get a higher price and they can sell it to anybody. There is no restriction on the movement of wheat or coarse grain except in the rationed area of Calcutta and Howrah. In the case of paddy there are such restrictions. This was reviewed in the last Chief Minister's conference and on the basis of the consensus that emerged in the Chief Ministers Conference the Government of India decided to continue such a ban. The present is not an appropriate time to review the position. We shall review the position in the coming September. The food position is easy and there is no difficulty as such. For rice this is not the right time to review the position.

SHRI P. K. DEO: Regarding Safri variety, why is there the price difference in the adjoining districts?

SHRI ANNASAHEB P. SHINDE: I shall look into this.

12.26 hrs.

RE: DISSOLUTION OF PUNJAB ASSEMBLY

MR. SPEAKER: I have received a certain motion under rule 377 about the dissolution of the Punjab Assembly by Shri H. K. Singh, Darbara Singh, Sat Pal Kapur and Shri Vayalar Ravi. I have placed this as item 7. A. They will get their turn when we take up that item.

श्री अटल बिहारी वाजपेयी : (ग्वालियर): अध्यक्ष महोदय, अगर आप पंजाब की स्थिति के बारे में नियम 377 के अधीन चर्चा की इजाजत देनी चाहते हैं, तो आप हमें भी अपने विचार रखने का अवसर दीजिए । आप सारे सदन को इस विषय पर चर्चा करने का मौका दीजिए । पंजाब का मामला कोई पंजाब के सदस्यों का ही मामला नहीं है । मैं नहीं समझता कि पंजाब की स्थिति नियम 377 के अधीन चर्चा का विषय है । अगर राज्यपाल के आचरण पर चर्चा होनी है–और हम चर्चा के लिए तैयार हैं–, तो आप सारे सदन को मौका दीजिए । हम राज्यपाल के आचरण का स्वागत करना चाहेंगे ।

[श्री अटल बिहारी वाजपेयी]

अगर राष्ट्रपति-शासन लागू होने वाला है, तो सदन के सामने उनका प्रोक्लेमेशन आयेगा । इस तरह के मामले नियम 377 के अधीन नहीं लिये जाते हैं ।

SHRI JYOTIRMOY BOSU (Diamond Harbour): You may admit it as a short duration discussion under rule 193; it should be done.

SHRI S. M. BANERJEE (Kanpur): We have no objection under 377.

If those persons whose names are there are to be called, on behalf of my party we have a right to express our views on the correct judment of the Punjab Governor; for the first time he has stopped horsetrading.

SHRI JYOTIRMOY BOSU: He has not taken any dictation from the Centre.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, यह ग़लतफ़हमी पैदा नहीं होनी चाहिए कि हम नियम 377 के अधीन यह मामला उठाने के खिलाफ़ हैं । लेकिन आप इस बात को स्वीकार करेंगे कि नियम 377 में वही मामले उठाये जाते हैं, जिनकी तरफ सदन का ध्यान खींचा जाता है और मन्त्री महोदय उनका उत्तर तक नहीं देते हैं । पंजाब का मामला इतना कम महत्व का नहीं है कि वह यहां उठाया जाये और उसके बारे में जवाब न मिले ।

अध्यक्ष महोदय : जब रूल 377 का उपयोग कुछ माननीय सदस्यों को माफिक बैठे, तो वह ठीक है, वर्ना वह ठीक नहीं है । इसलिए मैं आईन्दा इसके इन्टरप्रेटेशन के बारे में स्ट्रिक्ट रहूंगा ।

श्री अटल बिहारी वाजपेयी : नियम 377 में यह मामला उठाया जाये, लेकिन आप हमें भी बोलने का मौका दें ।

SHRI SEZHIYAN (Kumbakonam): 377 is only to raise a point which is not a point of order. This matter requires a regular discussion and all the sections of the House should get an opportunity to express their views. But only those who had given notice can raise the point. This is a fit matter to be discussed by the entire House.

MR. SPEAKER: I think the proper step will be to take it up when we discuss the proclamation. But so far as short references are concerned, I will allow them (*Interruption*)

SHRI SEZHIYAN: We can have a discussion from 4 to 6 this afternoon.

MR. SPEAKER: But are all of you agreed? (*Interruption*)

SOME HON. MEMBERS: Yes.

MR. SPEAKER: Order, order.

SOME HON. MEMBERS *rose*—

MR. SPEAKER: You gave notice. Do you agree that we discuss it?

SHRI BUTA SINGH (Rupar): We have no objection to the discussion. But let this be taken up when it comes. (*Interruption*)

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF HOME AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI INDIRA GANDHI): We have only just received the report. We have not been able to study it. I do not think now is the time to discuss the matter.

SHRI JYOTIRMOY BOSU: Let the House place its views.

MR. SPEAKER: Certain Members gave certain motions under rule 377. Objection is taken that the scope of rule 377 is very limited. What is anything here which is not a point of order? I have to look into it. Anything can be anything which is not a point of order. This is what it means. Anything which is not a point of order is anything, can be anything, which is not a point of order.

SHRI PILOO MODY (Godhara): Provided we know what a point of order is.

MR. SPEAKER: Provided that Shri Piloo Mody is not confused over it. Do not do it. Well, as the Prime Minister says, they

have just received the report and I would not take it up today, unless I am sure about the position on the other side.

12.32 hrs.

RE: RELIEF CONSIGNMENTS FOR EVACUEES FROM BANGLA DESH

MR. SPEAKER: Dr. Ranen Sen wanted to make a point on the clearance of material at the Dum Dum airport. The Minister gave a reply the other day that everything was cleared. They brought certain newspapers and tried to introduce the subject in another discussion. I asked them not to proceed with it further but they might ask about it on Monday, say, for a minute. Now, Dr. Ranen Sen.

DR. RANEN SEN (Barasat): Sir, the other day, in reply to points raised by Shri Indrajit Gupta and myself, Dr. Karan Singh, on behalf of the Government of India, said that the stocks for relief lying in the Dum Dum airport have all but one consignment been cleared. Next day, the *Calcutta Daily Hindustan Standard* refuted the statement. The *Amrita Bazar Patrika* and the *Delhi Statesman* came out with a report that OXFAM, the British relief agency, has cabled to their London office not to send any more materials as there are not properly cleared up. It is further reported that certain States who agreed to take refugees now are declining to take them in.

I request the Government to let us know what is the latest position in regard to the clearance of stocks and what is the agency responsible for clearing and distributing all the material sent from abroad to camp sites.

Secondly, what is the latest position in regard to the dispersal of evacuees.

श्री अटल बिहारी वाजपेयी (ग्वालियर) : अध्यक्ष महोदय, मुझे आप से निवेदन करना है, मैंने एक काम रोको प्रस्ताव भेजा था सरकार की विफलता पर चर्चा करने के लिए. . .

MR. SPEAKER: The budget demands are coming up for discussion.

SHRI JYOTIRMOY BOSU (Diamond Harbour): After the Minister had replied, I have given notice, and your assistant was good enough to come and tell me that it should be included in the budget. The subject is important, and the discussion on the Demands of the Civil Aviation and Tourism Ministry will come after a very long time. It is a very important issue. The Chairman of Air India has issued a statement that there is a loss to the public exchequer to the tune of Rs. 8.5 crores. I gave notice in writing. (*Interruption*) The budget demands would not come up for discussion before a fortnight.

श्री अटल बिहारी वाजपेयी: अध्यक्ष महोदय, आपने मेरी बात सुनी नहीं । मैंने निवेदन किया था कि वित्त मन्त्री महोदय ने सदन में कहा कि जिन चीजों पर टैक्स नहीं लगे हैं उनके दाम नहीं बढ़ने दिए जाएंगे और अगर दाम बढ़े तो कार्यवाही की जायगी । लेकिन कोई कार्यवाही नहीं की जा रही है । हमने दिल्ली के दाम इकट्ठे किए हैं । इस मामले पर सरकार की विफलता पर चर्चा कैसे करेंगे ? . . . (**व्यवधान**) बजट पर डिबेट महीने भर तक चलेगी, क्या तब तक लोगों को बढ़े हुए दाम देने पड़ेंगे ?

MR. SPEAKER: I have not allowed it.

DR. RANEN SEN: Let there be some reply to my question.

MR. SPEAKER: That would go to the minister and he will answer it. All the demands are coming up for discussion. When there is a debate anticipated, nothing can be allowed. You are bound by the rules.

DR. RANEN SEN: The Health Minister is here. He can answer.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI D. P. CHATTOPADHYAYA): Perhaps Dr. Karan Singh would have been in a better position to answer it. But so far as I am concerned, I had been there just yesterday. Except two items—some dry fish from Norway and some other small consignment of medicine are lying there for customs reasons—all other items have been cleared. This is the information about the position yesterday morning. (*Interruptions*).

12.37 hrs.

PAPERS LAID ON THE TABLE

Naval Ceremonial Conditions of Service and Miscellaneous (Second Amendment) Regulations

THE MINISTER OF DEFENCE (SHRI JAGJIWAN RAM): I beg to lay on the Table a copy of the Naval Ceremonial, Conditions of Service and Miscellaneous (Second Amendment) Regulations, 1971 (Hindi and English versions) published in Notification No. S. R. O. 193 in Gazette of India dated the 5th June, 1971, under section 185 of the Navy Act, 1957. [*Placed in Library. See* No. LT-395/71].

Annual Reports for 1969-70 of Post-Graduate Institute of Medical Education and Research, Chandigarh and All India Institute of Medical Sciences, New Delhi

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): I beg to lay on the Table—

(1) A copy of the Annual Report (Hindi and English versions) of the Post-Graduate Institute of Medical Education and Research, Chandigarh, for the year 1969-70, under section 19 of the Post-Graduate Institute of Medical Education and Research, Chandigarh Act, 1966 [*Placed in Library. See* No. LT-396/71].

(2) A copy of the Annual Report (Hindi version) of the All India Institute of Medical Sciences, New Delhi, for the year 1969-70, under section 19 of the All India Institute of Medical Sciences Act, 1956. [*Placed in Library. See* No. LT-397/71].

Government Review and Annual Report for 1969-70 re. Fertilizer Corporation of India Ltd., New Delhi

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Fertilizer Corporation of India Limited, New Delhi, for the year 1969-70; and

(ii) Annual Report of the Fertilizer Corporation of India Limited, New Delhi, for the year 1969-70, along with the Audited Accounts and comments of the Comptroller and Auditor General thereon. (*Placed in Library. See* No. LT-398/71).

12.38 hrs.

STATEMENT RE: PRICES OF SOAPS

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): Mr. Speaker, Sir, In the course of the reply to the general discussion on the Budget on the 10th June, I had made a statement that the price of Lux, Rexona and Life Buoy soaps had not been increased and that the manufacturers had absorbed the incidence of duty of Rs. 2.54 per gross. I am sorry that this statement was based on incorrect information supplied to me. Now I have been informed that the price of all the three varieties of soap I referred to in my reply to the general discussion on the debate, has been raised by the manufacturers by 2 paise per standard cake which was formerly costing 70 paise (exclusive of local taxes). We are taking up this matter with the manufacturers.

According to the further information which I have received today, the manufacturers have responded and have decided to absorb the additional excise duty on Life Buoy brand which is one of the popular makes. The price of this soap will now be the same as before the Budget.

SHRI ATAL BIHARI VAJPAYEE (Gwalior): May I seek a clarification? What about the laundry soap? The Finance Minister has stated that the price of laundry soap has not been increased. Let him verify it. It has increased from Rs. 2.25 per kilo.

SHRI YESHWANTRAO CHAVAN: So far as taxation measures are concerned I have said that laundry soap was not touched. If the retailers have raised it, or done something, that is a matter which has to be looked into. But I cannot answer it immediately.

12.40½ hrs.

STATEMENT RE. APPOINTMENT OF REPRESENTATIVES OF WORKERS ON THE BOARD OF DIRECTORS OF HINDUSTAN STEEL LIMITED

THE MINISTER OF STEEL AND MINES (SHRI MOHAN KUMARAMANGALAM): Deficiencies in steel production have been a matter of great concern to the Government as well as to the House. As the House is aware, a number of steps have been considered to step up production. One of the factors which has affected production is unsatisfactory industrial relations that have existed in certain units of Hindustan Steel.

In this context, it is a matter of gratification that the recent wage agreement concluded by the Joint Wage Negotiating Committee for the Steel Industry through bi-partite negotiations not only settled the question of wages for the next 4 years starting from 1st September, 1970 but also covered a number of other allied matters. This Committee is a representative organization consisting of four representatives of the employers from the four main producers of steel (Hindustan Steel Ltd., Tata Iron & Steel Co. Ltd., Indian Iron & Steel Co. Ltd. and Mysore Iron & Steel Ltd.) and, on the workers' side fifteen representatives—three each from Central Trade Union Organizations *viz.*, the Indian National Trade Union Congress, All-India Trade Union Congress and the Hind Mazdoor Sabha, and one representative each from recognized unions at Jamshedpur, Burnpur, Rourkela, Bhilai, Durgapur and Bhadravati.

The Committee has decided to continue to function in order to supervise and ensure the implementation of the agreement in a spirit of goodwill and to maintain peaceful and harmonious industrial relations and to make every effort to increase productivity. I have addressed the Committee and was impressed with the spirit of goodwill and cooperation which governs their discussions. I have requested the Committee to take up broader responsibilities, especially those flowing out of the urgent need to increase production. As a consequence, the name of the Committee has been changed to Joint Negotiating Committee for the Steel Industry.

In this background and with a view to urther strengthen the relations between the management and the workers in HSL, Government have proposed to the trade union representatives on this Committee that 2 representatives of the workers may be appointed to the Board of Directors of the Hindustan Steel Limited. The workers' representatives have welcomed the proposal and promised to send their suggestions for the implementation of this proposal.

Government hope that this step would help materially in obtaining the full cooperation of the workers in increasing production in Hindustan Steel and thus contribute towards the improvement of our economy and the fulfilment of our Plans.

PERSONAL EXPLANATION BY MEMBER

RAJMATA V. R. SCINDIA (Bhind): Mr. Speaker, Sir, on 23rd March, 1971 Shri S. M. Banerjee said in the course of a Calling Attention discussion, "and also what happened in Morena. Villages have been burnt by the Rajmata of Gwalior."

I do not have the slightest idea as to what Shri Banerjee was referring to when he alluded to some happenings in Morena. As to his remark that "villages have been burnt by the Rajmata of Gwalior", I wish to affirm with all the emphasis at my command that the statement is not only incorrect but malicious. It is a slander on my record of public service. . (*Interruptions*)

SHRI SHYAMNANDAN MISHRA (Begusarai): Sir, you should pull them up. When others are interrupting you pull them up. . . (*Interruptions*)

SHRI ATAL BEHARI VAJPAYEE (Gwalior): They have no sense of decency.

RAJMATA V. R. SCINDIA: Sir, remarks of this nature against members are being made from time to time. I fervently appeal to you, Sir, to safeguard our honour and the prestige of this august House.

SHRI S. M. BANERJEE (Kanpur): Sir, I rise on a point of order. You have allowed her. I have nothing against the Rajmata. She is as a sister to me. I am not going to add to it.

SHRI PILOO MODY (Godhra): If he is going to apologise, he may be allowed to speak.

SHRI S. M. BANERJEE: Rule 357 says:—

"A member may, with the permission of the Speaker, make a personal explanation although there is no question before the House, but in this case no debatable matter may be brought forward, and no debate shall arise."

A debate in the matter should not be allowed.

SHRI PILOO MODY: Now he is debating the matter.

SHRI S. M. BANERJEE: I am not debating it.

SHRI SHYAMNANDAN MISHRA: You are satisfied with the statement.

MR. SPEAKER: You said something and the Member has a right to make a personal explanation. I am not going to allow anything further.

SHRI S. M. BANERJEE: She says, "malicious". I have no intention of maligning her. Why should I malign anyone? I am happy that the Rajmata did not act under the instigation of the Jana Sangh. Very good.

SHRI ATAL BIHARI VAJPAYEE: He is making another allegation—baseless, mischievous, malicious.

SHRI S. M. BANERJEE: Thank you; thank you; thank you.

12.47 hrs.

ELECTION TO COMMITTEE

GOVERNING BODY OF INDIAN COUNCIL OF MEDICAL RESEARCH

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): Sir, I move the following:—

"That in pursuance of Rules 20 (16) and (17) and 24 (2) of the Rules, Regulations and Bye-laws of the Indian Council of Medical Research, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Governing body of the Indian Council of Medical Research."

MR. SPEAKER: The question is:

"That in pursuance of Rules 20 (16) and (17) and 24 (2) of the Rules, Regulations and Bye-laws of the Indian Council of Medical Research, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Governing body of the Indian Council of Medical Research."

The motion was adopted.

RE: DISSOLUTION OF PUNJAB ASSEMBLY—*Contd.*

MR. SPEAKER: As for item 7A, regarding certain points raised on the dissolution of the Punjab Assembly, when I was referring to rule 377 the Prime Minister got up and said that they had just then received some information.

SHRI BUTA SINGH: You should not preclude us from making our observations. This is a very serious matter.

MR. SPEAKER: We will fix up some time later on.

SHRI BUTA SINGH: We may have the discussion later on but now let us make some observations about what happened in Punjab. The House must be made aware of what happened in Punjab and in what manner. The hon. Member, Shri Darbara Singh, has already given a motion. Let him at least move it.

MR. SPEAKER: There is no motion and there is no question of moving anything. It is under rule 377. Something can be referred to under rule 377 if it is not a point of order. Members wanted to raise this discussion and I said that I would keep it in view and let them know later on. One is by Shri Hari Kishore Singh, Sardar Darbara Singh, Shri Sat Pal Kapur and Shri Vayalar Ravi; another on the same subject is by Dr. Henry Austin and another by Shri Vikram Mahajan. It is not a single one. I think, I will have to conside

whether to allow a brief discussion on it or not later on.

SHRI JYOTIRMOY BOSU: May I submit that it may be under rule 193?

MR. SPEAKER: I have noted your submission.

SHRI PILOO MODY: I submit the same thing.

SHRI K. MANOHARAN (Madras North): So, the possibility of a discussion today is ruled out.

MR. SPEAKER: Let the position be clear. Let something come before us. I know, the anxiety of hon. Members there.

SHRI ATAL BIHARI VAJPAYEE: we are also anxious to discuss it. Their anxiety is shared by us also.

12.50 hrs.

RE: WHEREABOUTS OF SHEIKH MUJIBUR RAHMAN

SHRI SAMAR GUHA (Contai): Mr. Speaker, Sir, I want to draw the attention of the Government to the statement made by the Prime Minister of Bangla Desh, Mr. Tajuddin, expressing his anxiety about the whereabouts of Bangla Bandhu Sheikh Mujibur Rehman and also his appeal to all the nations of the world for ensuring his personal security as also for his early release.

So many reports have appeared in the press that Bangla Bandhu Sheikh Mujibur Rehman has been arrested and is kept in Multan Jail. It has also appeared in the press that he is on fast for the last two months and that an attempt to force-feed him is being made. It has also come in the press that the Pakistan Government is trying all sorts of atrocious ways to prossurise him to issue a statement for the people of Bangla Desh that he is cooperating with the Pakistani army.

In view of the appeal made by the Prime Minister of Bangla Desh as also the appeal made by the Bangla Desh Parliamentary Delegation which addressed a joint meeting of the Maubers of both Houses of Parliamont in the Central Hall, I want to know the reaction of the Government. The Prime Minister was here. It should be a reply from one Prime Minister to the other Prime Minister. I want to know the reaction of the Government to the appeal made by the Prime Minister of Bangla Desh and also steps taken by the Government about ensuring the personal security of Bangla Bandhu Sheikh Mujibur Rehman and also for his early release. Will the Government give their reaction to it? Is the Government going to make a statement?

12.53 hrs.

BENGAL FINANCE (SALES TAX) (DELHI VALIDATION OF APPOINTMENTS AND PROCEEDINGS) BILL—*Contd.*

MR. SPEAKER: Shri Jyotirmoy Bosu.

SHRI JYORITMOY BOSU (Diamond Harbour): Mr. Ajit Saha will speak from our party. I will speak on the third reading of the Bill.

SHRI A. K. SAHA (Vishnupur): Mr. Speaker, Sir, the sales tax is a purchase tax. It is wrongly described as sales tax. It is an outright indirect tax which keeps the tax payer in the dark. With socialism and *garibi hatao* on their tongue, the Congress Government wants to let off the rich as lightly as it can and wants them to grow richer at the cost of the poor. Though sales tax looks like a direct tax, it does not possess the character of a direct tax which the tax payer knows that he is paying.

The different States have different rates of such taxation and exemptions are also different in different States. This encourages evasion of the tax through wholesale purchases by invoices from State to State. This is really black-marketing.

The high yielding sources of revenue have been taken by the Centre and, normally, sales tax, agriculture tax, are left with the States. Besides, administration costs, the States have to meet a lot of social and other development obligations to the people. But State Governments always show an ever-increasing deficit butget. It is because of shooting prices of every commodity, for the erroneous economic policy of the Centre. In the Budget, Shri Y. B. Chavan appealed to the States to maximise

[Shri A. K. Saha]

the efforts to raise additional resources though there is none. When the States are forced to levy taxes in the shape of sales tax, this only adds the last straw on the people. You should tax the source of the commodities and not the consumers. We want that manufacturers be taxed and that the buyers be exempted from it.

SHRI N. K. SINHA (Muzaffarpur): Mr. Speaker, Sir, I am not going to oppose this Measure. But, before it is passed, I would like to make a few observations. This Notification issued under section 20, of this Act, was extended to Delhi, I believe some time in 1951 and the liability to pay the tax under the Act commenced with effect from November, 1951. Under this, Sales tax commissioner etc. was appointed by the Lieut. Governor to administer this Act. Under the same section, there was provision for the appointment of other persons to assist him.

It is extraordinary that while Commissioner of Sales Tax was appointed the other part of the section was forgotten. The officers were appointed and assessments made in a most irregular manner. If somebody had not challenged it and taken the matter to the court of law, probably this would not have come to our notice at all. This is extraordinary. I don't think with the rush of business we have ample time in the House for setting right the mistakes committed by the bureaucracy. For 20 years this has been going on. Yet, this had not seen the light of the day. It would not also have seen the light of the day if it had not been challenged in a court of law.

I don't oppose this measure. The Minister has got to validate all that has been done because there are 374 appointments, Rs. 5.50 lakhs and Rs. 15.25 crores worth of assessments made. But this sort of thing, in my opinion, should not happen. We are not here to clear away all the dirt and filth spread by our bureaucracy. I hope the hon. Minister will take care that such things do not occur again in the future.

श्री इसहाक सम्भली (अमरोहा): स्पीकर साहब, इस बिल के बारे में जैसा कि अभी आनरेबिल मेम्बर सिन्हा साहब ने कहा, मैं समझता हूं वह बात बिल्कुल सही है। एक आम तरीका देखने में आ रहा है कि इतनी बड़ी तादाद में कानून बनाये जाते हैं, इतनी बड़ी तादाद में कानून नाफिज किये जाते हैं और शायद इतना अंधाधुंध मालूम होता है कि किसी एक बेचारे मामूली से क्लर्क ने ड्राफ्ट करके रख दिया और उसको गजट कर दिया गया। इसका नतीजा यह है कि कितने ही कानून अदालत में चेलेंज होने के बाद बेकार हो जाते हैं। कितने ही कानून जो अदालतों में जाते हैं, मामूली सी अदालतों में—हमें शर्म आती है कहते हुए—कि वह इल्लीगल करार दिये जाते हैं। आखिर यह चीज क्यों है? जैसा कि अभी उन्होंने कहा कि अगर इसको हाई कोर्ट में चेलेंज नहीं किया जाता तो इस गलती की तरफ कोई तवज्जह नहीं दी जाती।

जहां तक इस कानून का ताल्लुक है, मैंने अर्ज किया लेकिन मैं एक दूसरी बात और कहना चाहता हूं कि कमिश्नर एप्वाइन्ट किए जाते हैं, अपनी जगह पर स्टाफ बढ़ाया जाता है लेकिन जो टैक्स सही तौर पर वसूल होकर आना चाहिए उस टैक्स को क्यों नहीं पूरी तौर से वसूल करने की कोशिश की जाती है, वह चाहे सेल्स टैक्स हो या दूसरे टैक्सेज हों . . .

अध्यक्ष महोदय: क्या आप दो एक मिनट में खत्म कर रहे हैं?

श्री इसहाक सम्भली: मुझे अभी थोड़ा वक्त और चाहिए।

अध्यक्ष महोदय: आप लंच के बाद बोलिएगा।

[[شری اسحاق سمبلی (امروہا)—سپیکر صاحب—اس بل کے بارے میں جیسا کہہ ابھی انریبل میمبر سنہا صاحب نے کہا- میں سمجھتا ہوں وہ بات بلکل صحیح ھے- ایک آم طریقہ دیکھنے میں آرہا ھے کہہ اتنی بڑی تعداد میں قانون بنائے جاتے ھیں- اتنی بڑی تعداد میں قانون نافذ کئے جاتے ھیں اور شاید اتنا انبادھند

معلوم ہوتا ہے کہ کسی ایک بچارے معمولی سے کلرگ نے ڈرافٹ کر کے رکھ دیا اور اسکو گزٹ کو دیا گیا۔ اسکا نتیجہ یہ ہے کہ کتنے ہی قانون جو عدالت مین چیلینج ہونے کے بعد بیکار ہوجاتے ہین۔ کتنے ہی قانون جو عدالتون مین جاتے ہین معمولی سی ادالتوں مین۔ ہمین شرم اتی ہے کہتے ہوئے۔ کہ وہ الٹیگل قرار دئے جاتے ہین۔ خر یہ چیز کیون ہے۔ جیسا کے ابھی انہون نے کہا اگر اسکو ہائی کورٹ مین چیلینج نہین کیا جاتا تو اس غلطی کی طرف کوئی توجہ نہین دی جاتی۔

جہان تک اس قانون کا تعلق ہے۔ مین نے عرز کیا لیکن مین ایک دوسری بات کہنا چہتا ہون۔ کہ کمشنر اوپائنٹ کئے جاتے ہین۔ اپنی جگہ پر سٹاف بڑھایا جاتا ہے۔ لیکن جو ٹیکس صحیح طور پر وصول ہوکر آنا چاہیئے اس ٹیکس کو کیلون نہین پوری طور سے وصول کرنے کی کوشش کی جاتی ہے۔ وہ چاہے سیلز ٹیکس ہو یا دوسرے ٹیکسیز ہون۔

ادھیکش مہودے۔ کیا آپ دو ایک منٹ مین ختم کر رہے ہین۔

شری اسحاق سمبلی۔ مجھے ابھی تھوڑا وقت اور چاہیئے۔

ادھیکش مہودے۔ اپ لنچ کے بعد بولینگے۔]

13 hrs

The Lok Sabha adjorned for Lunch tile Fonrteen of the Clack

The Lok Sabha re-assembled after Lunch at four minutes past Foirteen of the Clock.

(MR. DEPUTY-SPEAKER *in the Chair*)

BANGAL FINANCE (SALES TAX) (DELHI VALIDATION OF APPOINTMENTS AND PROCEEDINGS) BILL—*Contd.*

MR. DEPUTY-SPEAKER: Shri Ishaq Sambhali may now continue his speech.

श्री इसहाक सम्भली : डिप्टी स्पीकर साहब जहां तक इस बिल का ताल्लुक है मैं यह कह सकता हूं कि यह सही है और एक लिहाज़ से बहुत जरूरी है। इसलिये कि आपको यह देखना होगा कि जो हम पार्लियामेंट से प्रेसीडेंट की तरफ से ऐक्शन लें जाहिर है कि पार्लियामेंट को उसमें सुप्रीमेसी मयस्सर होनी चाहिये। यह एक आम तरीका हो गया है कि जहां कहीं किसी सरमायेदार के खिलाफ़ कोई ऐक्शन लिया जाता है वह हाई कोर्ट में पहुंच जाता है, और मुझे कहते हुए दुख होता है कि इंसाफ़ आम तौर पर गरीब और मज़दूर को नहीं मिल पाता, बड़ी आसानी के साथ सरमायेदार और कारखानेदार ले लेता है। इस लिहाज़ से इस बिल का आना बहुत जरूरी था।

लेकिन साथ ही साथ यह भी कहना है कि सेल्स टैक्स हो या कोई भी दूसरा टैक्स हो हमारे लिये यह बड़ी तकलीफ की बात है कि इतने ड्यूज एरियर्स टेक्सेज़ के बाकी हैं। मैं उम्मीद करता था और अब भी उम्मीद करता हूं कि हमारे नौजवान और प्रोग्रेसिव मिनिस्टर श्री के० आर० गनेश जैसे जब इस डिपार्टमेंट में आयेंगे तो यकीनन वह इस मुल्क के माथे पर जो एरियर्स की शकल में एक कलंक है, सरमायेंदारों पर जो अरबों रुपया बाकी है, उनसे वसूल करने की तरफ कोई तवज्जह देंगे। मैं उम्मीद करता हूं कि उसकी तरफ पूरी तवज्जह की जायगी। अगर वह एरियर्स डिप्टी स्पीकर साहब, आधे नहीं बल्कि एक चौथाई भी वसूल कर लिए जायें तो मैं समझता हूं कि हमारे मुल्क में इस पार्लियामेंट में जैसा बदनाम बजट इस बार आया है शायद ऐसा बजट लाने की जरूरत पेश न आती। इन्कम टैक्स की बात मैं नहीं करता, सेल्स टेक्स के बारे में ही कहता हूं। अगर स्टेट्स के बारे में कहा जाता है तो जवाब दिया जाता है कि वह स्टेट सबजेक्ट है, लेकिन दिल्ली में जो कि सेंट्रल गवर्नमेंट की टेरीटरी है यहां पर अगर इस तरह के ड्यूज टैक्सेज़ एरियर्स की शक्ल में बाकी रह जाते हैं तो जाहिर है कि स्टेट्स के लिए एक बुरी मिसाल बनती है। इससे यह मतलब न

[श्री इसाक सम्भली]

लगाया जाय कि मैं इसको सपोर्ट नहीं कर रहा हूं। सपोर्ट तो करता हूं, लेकिन इसके साथ साथ इसका अमल दरामद किस तरह होगा उसके बारे में मैं हाउस की तवज्जह दिलाना चाहता हूं। इस लिहाज से मैं यह कहूंगा कि इतनी बड़ी तादाद में सेल्स टैक्स के एरियर्स देहली में बाकी रहते हैं, दूसरे टैक्सेज़ की बात छोड़िये, तो वह इतनी बुरी मिसाल बनते हैं कि जिसके लिये कुछ कहना मुश्किल है।

जहां यह बिल लाया गया है एक अपोइंटमेंट के बारे में, एक कानूनी दुश्वारी दूर करने के लिये वहां जरूरी था कि यह बिल लाया जाता कि सेल्स टैक्स बिल में जो खामियां हैं और उसकी वसूलयाबी में जो खामियां हैं जिससे बड़े बड़े ब्यापारी बच निकलते हैं उनको भी दूर किया जा सके।

आखिर में मैं फ़ाइनेंस मिनिस्टर साहब से कहूंगा कि वह इसके बारे में, तवज्जह देंगे और जल्दी ही कोई इस तरह का बिल इसी सेशन में लायेंगे जिससे कि न सिर्फ सेल्स टैक्स के बल्कि और टैक्सेज के भी जो एरियर्स बाकी हैं उनको वसूल करने के लिये जल्दी-से-जल्दी कोई कदम उठाया जा सके।

मैं इन अल्फ़ाज के साथ इसको सपोर्ट करता हूं।

[شری اسحاق سمبھلی — ڈپٹی سپیکر صاحب — جہاں تک اس بل کا تعلق ہے - میں یہ کہہ سکتا ہوں کہ یہ صحیح ہے اور ایک لحاظ سے بہت ضروری ہے - اس لئے کہ آپ کو یہ دیکھنا ہوگا - کہ جو ہم پارلیمنٹ میں پریزیڈینٹ کی طرف سے ایکشن لیں تو ظاہر ہے کہ پارلیمنٹ کو سپر میسی ہونی چاہئے - یہاں ایک علم طریقہ ہو گیا ہے - کہ جہاں کہیں کسی سرمائے دار کے خلاف کوئی ایکشن لیا جاتا ہے - وہ ہائی کورٹ میں پہنچ جاتا ہے - اور مجھے کہتے ہوئے دکھ ہوتا ہے کہ انصاف عام طور پر غریب اور مزدور کو نہیں مل پاتا - بڑی آسانی کے ساتھ سرمائے دار اور کارخانے دار لے لیتے ہیں اس لحاظ سے اس بل کا آنا بہت ضروری ہے —

لیکن ساتھ ہی ساتھ یہ بھی کہنا ہے کہ سیلز ٹیکس ہو یا کوئی بھی دوسرا ٹیکس ہو ہمارے لئے یہ بڑی تکلیف کی بات ہے کہ اتنے ہیوج ایریرز ٹیکسز کے باقی ہیں - میں امید کرتا تھا اور اب بھی امید کرتا ہوں کہ ہمارے نوجوان اور پروگریسو منسٹر شری کے آر گنیش جیسے جب اس ڈیپارٹمنٹ میں آئینگے تو یقیناً وہ اس ملک کے ماتھے پر جو ایریرز کی شکل میں ایک کلنک ہے - سرمائے داروں پر جو کروڑوں روپیہ باقی ہے ان سے وصول کرنے کی طرف کوئی توجہ دینگے - میں امید کرتا ہوں کہ اس کی طرف پوری توجہ کی جائیگی - اگر وہ ایریرز - ڈپٹی سپیکر صاحب — آدھے نہیں ایک چوتھائی بھی وصول کر لئے جائیں تو میں سمجھتا ہوں کہ ہمارے ملک میں اس پارلیمنٹ میں جیسا بجٹ اس بار آیا ہے شاید ایسا بجٹ لانے کی ضرورت پیش نہ آتی انکم ٹیکس کی بات میں نہیں کرتا - سیلز ٹیکس کے بارے میں ہی کہتا ہوں - اگر سٹیٹس کے بارے میں کہا جاتا ہے تو جواب دیا جاتا ہے - کہ وہ سٹیٹ سبجیکٹ ہے - لیکن دلی میں جو کہ سینٹرل گورنمنٹ کی ٹیریٹری ہے یہاں پر اگر اس طرح کے ہیوز

ٹیکسز ایریرز کی شکل میں باقی رہ جاتے ہیں تو ظاہر ہے کہ سٹیٹس کے لئے ایک بڑی مثال بنتی ہے۔اس سے یہ مطلب نہ لگایا جائے کہ میں اس کو سپورٹ نہیں کر رہا ہوں۔ سپورٹ تو کرتا ہوں لیکن اس کے ساتھ ساتھ اس کا عمل درآمد کسی طرح ہوگا اس کے بارے میں ہاؤس کی توجہ دلانا چاہتا ہوں۔ اس لحاظ سے میں یہ کہوں گا کہ اتنی بڑی تعداد میں سیلز ٹیکس کے ایریرز دلی میں باقی رہتے ہیں دوسرے ٹیکسز کی بات چھوڑیے تو وہ اتنی بڑی مثال بنتے ہیں کہ جس کے لئے کچھ کہنا مشکل ہے۔

جہاں یہ بل لایا گیا ہے ایک اپائنٹمنٹ کے بارے میں۔ ایک قانونی دشواری دور کرنے کے لئے وہاں ضروری تھا کہ یہ بل لایا جاتا کہ سیلز ٹیکس بل میں جو خامیاں ہیں اور اس کی وصولیوں میں جو خامیاں ہیں جس سے بڑے بڑے بیوپاری بچ نکلتے ہیں ان کو بھی دور کیا جاسکے۔

آخر میں میں فائیننانس منسٹر صاحب سے کہوں گا کہ وہ اس کے بارے میں توجہ دینگے۔ اور جلدی ہی کوئی اس طرح کا بل اس شیشن میں لائینگے جس سے کہ نہ صرف سیلز ٹیکس کے بلکہ اور ٹیکسز کے بھی جو ایریرز باقی ہیں ان کو وصول کرنے کے لئے جلدی سے جلدی کوئی قدم اٹھایا جاسکے۔

میں ان الفاظ کے ساتھ اس کو سپورٹ کرتا ہوں۔]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): This is a very simple Bill. The Bengal Finance (Sales Tax) Act 1941 was extended to the Union Territory of Delhi by a notification of Government under sec. 2 of the Union Territories Laws Act of 1950. Under sec. 3 of the Act, the Lt. Governor is empowered to appoint officers for the purpose of carrying forward the sales tax law. Due to a technical mistake, officers were appointed under the various service rules of the Delhi Administration. Later on the Lt. Governor issued an orders under section 3 giving retrospective effect to the appointments. But it was found out later that there was no power under sec. 3 for giving retrospective effect. In a writ petition filed before the Delhi High Court by the Delhi Woollen Mills, one such appointment was challenged. The initiative was taken by the Delhi Administration on the advice of the Executive Council that an Ordinance might be promulgated because the appointment of 374 officers had to be validated and assessments involving about 5.55 lakh cases covering Rs. 15.25 crores Central and State sales tax had to be safeguarded.

There are about 32,320 appeals which have been disposed of. In order to safeguard the revenue, this Ordinance had to be promulgated, and this Bill has been brought before the House to make it into a law. There have been precedents before, in which under similar circumstances, Ordinances have been passed and to validate them-Bills have been introduced later in the House.

So far as Delhi is concerned, the Dehli Administration had asked for a new Sales Tax law applicable to Delhi. This is under the consideration of the Central Government, and as soon as the consideration is completed, that Bill will be brought before the House.

I commend this Bill.

MR. DEPUTY-SPEAKER: The question is:

> "That the Bill to validate appointments of certain officers under the Bengal Finance (Sales Tax) Act, 1941, as in force in the Union territory of Delhi and to validate proceedings taken by such officers under that Act and the Central Sales Tax Act, 1956, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The question is:

[Mr. Deputy Speaker]

"That Clauses 2 to 4 and 1 the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 to 4 and 1 the Enacting Formula and the Title were added to the Bill.

SHRI K. R. GANESH: I beg to move:

"That the Bill be passed."

SHRI JYOTIRMOY BOSU (Diamond Harbour): This Government is very good at bringing very pious-looking legislations one after the other, but their outcome, implementation and enforcement are, far from satisfactory.

The Minister must have gone through Prof. Kaldor's book on Indian tax reform. What he says applies to sales tax because the evasion is more in sales than possibly even in come-tax and other Central taxes. It says:

> "The important question is how much income is concealed in this manner in relation to the income which is assessed as tax. Conversations with individual businessmen, accountants and revenue officials reveal guesses which range from 10 to 20 per cent of the assessed income at the minimum and of 200 to 300 per cent at the maximum."

He has gone on to suggest possible remedies, particularly compulsory audit, status of auditors etc. This report has been in the hands of Government for the last 10 years. What have they done about it? They bring in petty laws, but the basic issue remains.

MR. DEPUTY-SPEAKER: They have borrowed this from Bengal.

SHRI JYOTIRMOY BOSU: Then, more so the reason because Bengal has been ruled by this golden Congress for 20 years.

Actually this is a purchase tax and you want to call it a sales tax. We have been suggesting for a long time that it should be a first point tax, that the moment the goods come out of the producers' gate the tax should be clamped on it. You are relunctant to accept it because we know that by doing that you will be incurring the displeasure of your masters and patrons, the monopoly capitalists. You want to exploit the small man and call a purchase tax as sales tax, and when it should have been clamped at the producers' gate, you are clamping it at the small retail counter.

Mr. Ganesh should take the trouble of going to Chowri Bazar and Sadar Bazar and see how evasion of sales tax takes place in Delhi. In order to evade the payment of salestax to get a customer he does not do the book entry. As a result the income-tax man cannot really catch the volume of the transaction and thus income-tax also is evaded. In Chawri Bazar, Sadar Bazar and Khari Baoli alone in Delhi, the evasion of sales tax is to the extent of Rs. 10 crores on a modest estimate. A group of honest traders had presented a petition before this parliament last year requesting the Government to put first point taxation and thereby make sure that you get at least somewhere near what you are entitled to collect.

MR. DEPUTY-SPEAKER: An experienced Member like you should not go for beyond the scope of the Bill. You can speak about this at the appropriate time.

SHRI JYOTIRMOY BOSU: Money has got to be collected; the salaries have to be paid. I request him to keep this in mind and not to take up the precious time of the House to bring such petty Bills leaving out major issues.

SHRI K. R. GANESH: I have already explained that this Bill originated because certain appointments made by the Delhi Administration under section 3 were not found to be technically correct because the Leiut. Governor was empowered to make those appointments. This Bill has been brought before the House only for the purpose of validating these appointments. The general question of sales tax and tax machinery which the hon. Member has raised is a much wider question and there are so many platforms to do that for a vocal and vigorous Member like him. It does not come under this Bill.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

14.17 hrs.

GOLD (CONTROL) AMENDMENT BILL

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): Sir, I beg to move:*

> "That the Bill further to amend the Gold (Control) Act, 1968, be taken into consideration."

This Bill seeks to make certain amendments to the Gold (Control) Act, 1968, which have become necessary as a consequence of a judgment delivered by the Supreme Court on 30th March, 1971.

As I mentioned in my statement which was laid on the Table of the House under Rule 71(1), certain provisions of the Gold (Control) Act, 1968 relating to filing of returns by pawn brokers, ban on possession of primary gold by private persons, filing of declarations and the powers of search, penalties, confiscation and prosectuion for non-declaration were challenged before the Supreme Court. Challenge was also made to the validity of the Act. The Supreme Court upheld the validity of the Act as also of the provisions relating to submission of returns by pawn brokers, ban on possession of primary gold by private persons, filing of declarations, search, levy of penalty, and prosectuion for non-declaration. The Court, however, held that Section 71 relating to confiscation of gold or other thing was unconstitutional as it appeared to place an unreasonable restriction on the right of a person to acquire, hold and dispose of gold articles or gold ornaments, and could be applied indiscriminately.

Section 71 is an omnibus provision which provides for confiscation of gold not only for non-declaration but also for contravention of other provisions of the Act. While this section only creates a liability for confiscation of gold, the enforcement of this liability is provided for by Section 73 which provides for levy of a fine in lieu of confiscation equal to twice the value of the gold or other thing confiscated.

The Supreme Court was dealing with the question of gold in the hands of a pawn broker in excess of the exemption limits which became liable to confiscation because of the default of non-declaration by the pawnee, even though the persons to whom these belonged had not committed any offence under the Act in relation to their gold. In this context, the Court has observed that although the law provides that the owner has, under Section 79, to be given a hearing, and he has a right of appeal under Section 80, the provision of Section 73 which allows for the levy of a fine in lieu of confiscation not exceeding twice the value of the gold or other thing in respect of which confiscation is authorised, appreared to be unduly harsh. The Court also observed that there did not seem to be any justification for an order of confiscation under Section 71 merely because of a failure to comply with Section 16 relating to declarations.

The Supreme Court, as I mentioned earlier, upheld the validity of Section 86 which authorises prosecution for non-declaration. The observation of the Court that the provision for confiscation of gold for non-declaration amounted to an unreasonable restriction on the fundamental right of a person to acquire, hold and dispose of property appears to be based on the fact that for a mere act of non-declaration the owner becomes liable to an unconscionably high fine which may be equal to twice the value of the gold.

This Bill, therefore, seeks to substitute the invalidated Section 71 with a new provision with built in safeguards for an innocent owner so that where any gold which has become liable to confiscation belongs to a person other than the person who has for his failure to declare the gold or for contravention of any other provisions of the Act rendered such gold liable to confiscation, and where such contravention has been made without the knowledge or connivance of the person to whom such gold belongs, such gold shall not be confiscated but the person who has contravened the law will be liable to such other punishment as is provided by the Act. Similarly, since the maximum fine in lieu of confiscation provided for in Section 73 acted unduly harshly, this Bill further seeks to amend Section 73 to bring down the maximum fine from twice the value of the gold to an amount not exceeding the value of the gold.

The Bill also makes provision for reopening

* Moved with the recommendation of the President.

[K. R. Ganesh]

of past cases where any order of confiscation or option given to pay fine in lieu thereof was not in conformity with the provisions of Section 71 and 73, as sought to be amended.

Hon'ble Members will observe that the amendments which this Bill seeks to make are intended to safeguard the interests of innocent owners whose gold becomes liable to confiscation for an act or omission of another person and also to provide that in the event of confiscation where fine in lieu of confiscation is prescribed, such fine shall not be unduly harsh. In the circumstances, there need be no controversy about the provisions of this Amending Bill. With these words, Sir, I move—

MR. DEPUTY-SPEAKER: Motion moved:

> "That the Bill further to amend the Gold (Control) Act, 1968, be taken into consideration."

Mr. Daga, are you moving your amendment?

Shri M. C. DAGA (Pali): Yes, Sir. I move:

> "That the Bill be circulated for the purpose of eliciting opinion thereon by the 16th September, 1971."

MR. DEPUTY-SPEAKER: All right. Shri Madhuryya Halder.

SHRI MADHURYYA HALDAR (Mathurapur): Mr. Deputy-Speaker, Sir, the main object of the Gold (Control) Amendment Bill, as he has said, is to bring out the hidden gold and to stop smuggling of gold. Gold is always being smuggled into India, and hidden gold worth Rs. 7,000 crores is in India. Mr. Mohan Dharia, the Minister of State, said the other day in Bombay that there is hidden gold in India worth Rs. 7,000 crores. He also stated that if this hidden gold were brought to the surface, then we need not have so much worry over our Plan execution. This Government cannot lay its hands on the rich. That is why they cannot bring out the hidden gold, as this Government cannot collect arrears of income-tax to the tune of Rs. 700 crores. The entire Bill has become a farce, and the amendment which has come following the Supreme Court judgment, has become more a farcial, because there was a provision in the Original Bill that gold would be confiscated if smuggled into India. Instead of that confiscation, now you are going to fine the person, and the amount of the fine would be worth the value of the gold. That is, you are practically inviting international gold smugglers to smuggle gold into India. Mr. Walcott and his associates may be encouraged by this Bill. There is also a provision that if the gold belongs to an innocent person and not to the offender, such gold shall not be ordered to be confiscated. The smuggler or his associate may pose as innocent. The matter may be taken to the court and after long proceedings, he may be set free.

This Bill is actually going to reward the smuggler. Therefore, I oppose this amending Bill as well as the parent Act, whose withdrawal has been demanded several times in this House. This amending Bill also has to be withdrawn. If the smugglers are to be punished and hidden gold is to be brought to the surface, severe punishments have to be laid down and the Constitution has to be changed in this respect.

श्री मूलचन्द डागा (पाली) : स्वर्ण नियंत्रण कानून, गोल्ड कन्ट्रोल एक्ट बनाने का आपका जो परपज था क्या वह पूरा हुआ या नहीं हुआ ? कानून आप किसलिए बनाते हैं ? कानून बनाने की कोई इच्छा तो होनी चाहिए जिसकी पूर्ति आप करना चाहते हैं । आपने इस कानून को बनाकर 22 लाख सुनारों को बेकार कर दिया । अब 250 के करीब सुनारों ने कुतुब मीनार से कूदकर तथा न जाने किस किस प्रकार से आत्महत्यायें कर लीं । आप कहते हैं कि 4100 करोड़ का सोना हिन्दुस्तान में है । आपने कानून बनाया तस्कर व्यापार को बन्द करने के लिए, क्या वह बन्द हो गया है ?

आपने सुप्रीम कोर्ट का जजमेंट पढ़ा है जो कि 30 मार्च को निकला था बद्री प्रसाद के केस में । बद्री प्रसाद ने कहा कि मैं प्लेजिंग का काम करता हूं, गिरवी रखता हूं और मेरे पास चौदह लाख का सोना रखा हुआ है । आपके अफसर रेड करने गए । उनको अधिकार था या नहीं था सर्च करने का, इसका कोई प्राविजन आपने गोल्ड

कन्ट्रोल एक्ट में नहीं रखा था। 29 मार्च से सर्च शुरू हुई और 6 अप्रैल को खत्म हुई। डाकुमेंट्स आप ले आए। आपके अफसर सैटिसफाई होते हैं कि यह जो काम कर रहा है गलत है, इसका प्राविजन आपने किया। आपने तब एमेंडमेंट किया और कहा कि आफिसर्स शुड बी सैटिस्फाईड। आप सारा काम उन आदमियों को देना चाहते हैं जो शासन में कहना चाहिये कि ईमानदार नहीं है। इस एक्ट को बनाने का आपकी मंशा क्या थी? आज भी हिन्दुस्तान में तस्कर व्यापार होता है। आज भी हिन्दुस्तान में गढ़ा हुआ सोना बाहर नहीं आया है। उसका भाव बढ़ा है। कानून बनाने की आपकी जो इच्छा थी उसकी पूर्ति नहीं हुई है। आज भी हिन्दुस्तान में 50-60 जो स्मगलर हैं वही सोने से कमाते हैं और मेरे खयाल में हम लोगों के जो अधिकारी हैं वे उनसे मिले हुए हैं, यह मैं कहने के लिए तैयार हूं। आप इस तरह का कानून क्यों बनाते हैं जिसकी पालना आप नहीं करवा सकते हैं? यह तो सरकार की कमजोरी है। आपने कानून बना दिया और कह दिया कि चौदह कैरट के जेवर बनेंगे। हुआ क्या? सुनारों को परेशान करने के लिए आपके एक्साइज डिपार्टमेंट के अफसरों ने जाना शुरू कर दिया। जिस तरह से फूड एडल्ट्रेशन एक्ट के अन्तर्गत इंस्पेक्टरों की आमदनी का जरिया शुरू हो गया उसी तरह से आपके एक्साइज डिपार्टमेंट के कुछ अफसरों की आमदनी का भी एक जरिया शुरू हो गया। मिनिस्टर साहब ने सुप्रीम कोर्ट का जजमेंट देखा और यह दो लाइन का एमेंडमेंट ले आये। हम रांग डूअर के खिलाफ कैसे एक्शन लेंगे? हम सोना कैसे पकड़ेंगे? इस बिल में कहा गया है: "प्रोवाइडिड दैट व्हेयर इट इज़ एस्टाब्लिश्ड टु दि सैटिसफ़ैक्शन आफ़. . .।" किस की सैटिसफैक्शन? अफ़सर की सैटिसफ़ैक्शन। अगर अफ़सर सैटिसफ़ाइड है, तो गोल्ड को पकड़ा जा सकता है। अगर अफ़सर चाहे, तो वह किसी सुनार की दुकान पर जाकर कह सकता है कि उसके पास जो सोना है, उससे इस कानून का उल्लंघन होता है और वह उसको अपने कब्जे में ले सकता है। सुनार को पुराना सोना लेकर गहने बनाने का अधिकार नहीं है। अगर वह ऐसा करेगा, तो वह पकड़ा जा सकता है। जो धंधा बाईस लाख स्वर्णकारों के पास था, वह सरकार ने व्यापारियों को दे दिया है। सरकार कहती है कि सुनार अपटू-डेट एकाउन्ट्स रखें। क्या यह पासिबल है?

इस बिल में प्रोवाइड किया गया है कि जिस व्यक्ति को उसका पकड़ा हुआ सोना वापिस नहीं किया जाता है, उसको उस सोने की कीमत के बराबर पेमेंट कर दी जायेगी। इसमें इस बात की कोई डिस्टिंक्शन नहीं की गई है कि गोल्ड किन सर्कमस्टांसिज़ में पकड़ा गया, उसकी नेचर क्या है और उस व्यक्ति की इनटेन्शन क्या है। किसी कानून में कोई सज़ा रखने के लिए यह देखना चाहिए कि आफ़ेंडर की इनटेन्शन क्या है। लेकिन इस बिल में वह नहीं देखा गया है। अगर कोई गहने बनाने के लिए सोना ले जा रहा है और सरकारी अधिकारी सैटिसफ़ाइड है कि उससे इस कानून का उल्लंघन होता है, तो वह उसको पकड़ सकता है। सरकार ने तो यह समझ लिया है कि उसके डिपार्टमेंट वाले खुदा हैं और जनता चोर है। सरकारी अधिकारियों को सब अधिकार दे दिये गये हैं। न तो मिनिस्टर ने इस पर ध्यान दिया है और न ही डिपार्टमेंट ने कि इन एमेंड्मैंट्स का क्या असर होगा। उन्होंने सुप्रीम कोर्ट का जजमेंट देखा और वे ये एमेंडमेंट्स ले आये। बदरी प्रसाद ही सुप्रीम कोर्ट तक जा सकता था। वह बेचारा सोने का चौदह लाख रुपये का धंधा करता था।

श्री शशि भूषण: बेचारा!

श्री मूलचन्द डागा: यह उसका रोज का धंधा था। लोग उसके पास गिरवी रखते थे। 29 मार्च को सर्च शुरू हुआ और 6 अप्रैल को खत्म हुआ।

कोई भी कानून बनाने से पहले यह सोचना चाहिए कि उसका इम्प्लीमेंटेशन होगा या नहीं। अगर इम्प्लीमेंटेशन नहीं हो सकता है, तो वह कानून नहीं बनाया जाना चाहिए। शराबबन्दी का कानून बनाया गया है, लेकिन शराब बन

[श्री मूलचन्द डागा]

रही है। इसी तरह गोल्ड कंट्रोल एक्ट से भी कोई प्रपज सर्व नहीं हुआ है।

अगर सरकार सोने को कानफ़िस्केट करना चाहती है, तो उसको मेनशन करना चाहिए कि किन सर्कमस्टांसिज़ में, किन ग्राउंड्ज़ पर उसको कानफ़िस्केट किया जा सकता है। इस बिल में ऐसा नहीं किया गया है। इसमें सरकारी अफ़सर नहीं बल्कि जुडिशल अफ़सर की सैटिसफ़ेक्शन का प्राविज़न होना चाहिए था। मौजूदा हालत में तो सरकारी अफसर जो चाहे करे, उसे कोई नहीं पूछ सकता है।

श्री शशि भूषण (दक्षिण दिल्ली): उपाध्यक्ष महोदय, यह बड़ी खुशी की बात है कि सरकार ने सोने के नियंत्रण के सिलसिले में कानून बनाया जिस में यह एमेडमेंट लाई गई है। इसका मतलब यह है कि सरकार बहुत गम्भीरता से सोने के बारे में अपनी पालिसी बनाना चाहती है। मुझे उम्मीद है कि इस तरह के और भी बिल लाये जायेंगे।

चाहे सोने के नियंत्रण का सवाल हो, चाहे राजे-रजवाड़ों के प्रिवी पर्सिज का सवाल हो और चाहे बड़ी शहरी मिल्कियत का सवाल हो, इस देश में कोई भी सामाजिक कानून नहीं चल पायेगा, जब तक कि हम सम्पत्ति के फंडामेंटल राइट को समाप्त नहीं कर देते। सब से पहले वही करना चाहिए, वर्ना कोई बेचारा (जैसा कि मेरे माननीय मित्र ने कहा है) गरीब स्मगलर, चौदह लाख या पचास लाख रुपये का काम करने वाला, किसी दूसरे कानून का रास्ता अख्त्यार करके छूट जायेगा। बुनियादी बात यह है कि जब तक सरकार के हाथ में, प्रजातांत्रिक ताकत के हाथ में, सामाजिक परिवर्तन करने का पूरा अधिकार नहीं होता, तब तक इन दिक्कतों का सामना करना पड़ेगा और सुप्रीम कोर्ट के फैसलों की वजह से इस तरह की एमेंडमेंट्स लानी पड़ेगी।

राजा-महाराजाओं के पास अरबों रूपयों का सोना पड़ा हुआ है। उनके पास सोने की छतरियां और न जाने क्या क्या चीजें पड़ी हुई हैं। हमारे देश में सात हजार करोड़ रूपये का ब्लेक का सोना बाहर से आता है और पंद्रह हजार करोड़ रूपये का सोना हमारे देश में गडा हुआ है। आज हमारे राष्ट्र को सोने की जरूरत है। हमको देश के विकास के लिए करोडों, अरबों रुपये चाहिए, लेकिन वे हमें नहीं मिलते हैं। विदेशी बैंकों द्वारा अंडर-इनवायर्सिंग और ओवर-इनवायर्सिंग किया जाता है और अरबों रूपयों का सोना हमारे देश में लाया जाता है। हमारे रिजर्व बैंक के बड़े अफसर विदेशी बैंकों के एडवाइज़र बनते हैं और पांच छः हजार रूपये तन्ख्वाह पा कर उनको एडवाइस देते हैं। इसलिए विदेशी बैंकों पर नियंत्रण करना चाहिए। हम किसी को अपने देश के भाग्य के साथ खिलवाड़ करने की इजाजत नहीं दे सकते हैं। राजाओं के पास जो सोना है, उसको भी निकालना चाहिए।

जब हम अपने देश के गरीब आदमियों को जमीन देना चाहते हैं, तो बड़े ज़मींदारों की लाबी के लोग शोर करते हैं कि सरकार गरीब आदमियों की जमीन और झोपडी लेना चाहती है। अमीर आदमियों की रक्षा के लिए, जिन्हें अभी एक माननीय सदस्य ने "बेचारे" कहा है, गरीबों का नाम लिया जाता है। इसी तरह ज़खीराबाज़ों की रक्षा के लिए सुनारों का नाम लिया जाता है और कहा जाता है कि सुनार बेकार हो गए, सुनार भूखों मर रहे हैं।

इसमें कोई शक नहीं है कि हमारे देश का सुनार एक बहुत अच्छा आर्टिस्ट है, अपने काम में दक्ष है और बड़े अच्छे जेवर बनाता है। लेकिन हम उनको दूसरे कामों में रोज़गार दे सकते हैं, उनको घड़ियों और दूसरी इंडस्ट्रीज में लगा सकते हैं।

राजा-महाराजाओं के पास अरबों रूपयों की दौलत पडी हुई है। राजाओं ने पिछले इलैक्शन में बम्बई में दस करोड़ रूपये की ज़ुलरी बेची। बम्बई के लोग ज्यादा जानते हैं कि वह किसने खरीदी। इसका इलाज यह है कि हम जल्दी से

जल्दी कानून लाकर व्यक्तिगत सम्पत्ति के फंडामेंटल राइट को समाप्त कर दें, ताकि देश की रक्षा की जा सके। विदेशी बैंकों पर फौरन नियंत्रण किया जाना चाहिए। सरकार ने पिछले दिनों जेनेरल इनशोरेंस और विदेशी इनशोरेंस कम्पनियों का नैशनलाइज कर के एक बहुत मुबारक काम किया। हमारे देश के बड़े बड़े अधिकारियों को विदेशी बैंकों और कम्पनियों के एडवाइज़र बनने की इजाज़त न दी जाये। इस तरह के कानून बनाये जायें, जिनसे गरीब आदमियों को राहत मिले और अमीरों पर हाथ डाला जा सके। जिस तरह वार टाइम में ट्रेटर्ज के साथ सुलूक किया जाता है, उसी तरह का सुलूक स्मगलर्ज के साथ किया जाना चाहिए। चाहे वे कोई भी हों, चाहे वे किसी के रिश्तेदार या भाई हों, उनके खिलाफ बड़ी सख्ती से कदम उठाना चाहिए। जब तक करोड़ों रूपये का सोना हमारे देश में स्मगल होता रहेगा, तब तक हमारा राष्ट्र अपने पैरों पर खडा नहीं हो सकता है। इसलिए इस बारे में सख्त से सख्त कानून बनाया जाना चाहिए। मैं इस बिल का समर्थन करता हूं और उम्मीद करता हूं कि मंत्री महोदय आगे और भी अच्छे कानून सदन के सामने लायेंगे।

SHRI D. K. PANDA (Bhanjanagar): Mr. Deputy-Speaker, Sir, in spite of mounting pressure from the public all over India, it is a pity that the Government has not been bold enough to come forward to scrap this Act. This time also, there is no guarantee that no more amendments are going to be moved by the Government.

After Supreme Court decision on 30-4-69, this Act was amended and it related to eight Sections, that is, 5(2), 8, 27(2), 27(6), 32, 46, 88 and 100. Again, those were struck down. Whenever there was any attempt or any action being taken under a particular Section, and if the aggrieved person took the matter to the Supreme Court, we have seen that it is struck down again.

There was again a Gold Control Amendment Ordinance which sought to amend Section 8(2). Again, under the judgment dated 30-3-71, a particular section which was validated, revised, modified, was struck down, that is, Section 8.

That is the fate of this Act. There is a saying in Sanskrit which, I think, will not be out of place here.

काकस्य चंचु यदि स्वर्ण युक्ता,
माणिक्य युक्तौ चरणौ तस्य ।
एक एक पक्षे गजराज मुक्ता,
तथापि काकः न अपि राजहंसः ।।

If a cock is coated with gold and fitted with diamonds and other ornaments, it can never be a *Rajhans*. A cock can never be converted into a *Rajhans*.

This is an Act which fundamentally strikes at the very craft itself which is an ancient, traditional one and a craft which is based upon artistic skill. From our experience we have found till now, that the President of the All-India Goldsmiths Association has been moving through out the country. These very docile people, the goldsmiths, the very ordinary people, and who were meek, being roused into an agitation. About 200 of them have died by commiting suicides. There have been 200 deaths. Now, about 45,000 people are faced with the most difficult problem. About 7500, as has been reported by their President, were given a loan of Rs. 500 each. Now, they are going to be deprived of their avocation and occupation.

Not only that. When the Act was put into force, we found that more than 25,000 were arrested. I want to ask the hon. Minister: Has it achieved its purpose? The Government is not in a position till now to make it known to all the Members of Parliament and outside that it has really achieved its purpose. It wanted to stop smuggling. But the smuggling has gone deeper. It wanted to stop price rise. Now price is ruling high. In 1963, it was 94 points; today we find it is more than 230. That is the real position.

Under this Act, hoarded gold could not be unearthed. Of course, Mr. Desai is out. But, under these circumstances, there is no guarantee absolutely and I hope the hon. Minister also cannot stand a guarantee that these very sections which are now sought to be amended will stand the test of time, will stand the test of law courts, will be successful in its operation, in its application. Can anybody stand a guarantee that it will stand the test? No. Nobody can stand guarantee that it will stand the test of the Supreme Court.

[Shri D. K. Panda]

What are the remarks of the Supreme Court? I wish to deal with this. Every section has been dealt with by them. I don't want to enumerate all. . .

MR. DEPUTY SPEAKER: You may kindly confine yourself to this particular section which is under consideration.

SHRI D. K. PANDA: Yes, I am confining myself to this section only. Under Section 27(2)(d) it was found that powers were given under that section which are 'vague' 'arbitrary' and which 'violated the very right guranteed under the Constitution.' So, it is stated by them that the power is wide and vague and it had also been stated by the Supreme Court that some of the sections were rendered 'meaningless'. So, in some places, it is wide, in some places it is meaningless.

Therefore, the more the amendments you bring, the more troubles you will have. It becomes the subject-matter of further amendments only to be struck down by the Supreme Court once again. That has been our experience.

As far as the history of legal jurisprudence is concerned, we, in our country, have never come across such a draconian Act which has passed through such numerous amendments as this. We are all aware that so many Acts have been enacted and we are also aware that those Acts have never been subjected to so many amendments. There was absolutely no necessity, no need, to make such amendments But the whole trouble with this Act is this. From the very beginning, from top to bottom, this Act is anti-national. It has brought untold misery upon millions and millions of the families of goldsmiths. That is why I not oppose this amendment—because it cannot improve the matter,—but also I would say this, that a thing which cannot be mended should be ended. That principle is very wellknown, which applies to the present position and the question of pure jurisprudence is also involved in this matter.

I therefore think that my friends in the ruling party also, basing on their own experience, will oppose these very amendments. At the same time, I strongly demand for the scrapping of the entire Act. Thank you.

श्री एम० राम गोपाल रेड्डी (निजामाबाद): माननीय उपाध्यक्ष महोदय, माननीय सदस्य जिन्होंने अभी अपनी तकरीर खत्म की है, उन को समझना चाहिए कि ला फालोज़ दि क्राइम। क्राइम जितना जितना बढ़ता जाता है ला भी उतना ही बढ़ता जाता है। यह पहली चीज़ है। अब जो अमेंडमेंट लाया जा रहा है इसके बाद भी अगर कुछ लूपहोल्स रह जाये तो फिर अमेंडमेंट लाने की जरूरत पड़ेगी। लेकिन यह तो ला को ही खत्म करने की बात बोल रहे हैं। अब थेफ्ट या चोरी रोकने के लिए कानून है, इसके बावजूद भी रोज़ाना चोरियां होती जा रही हैं तो क्या माननीय सदस्य यह कहेंगे कि चोरी रोकने के कानून को ही एकदम से खत्म कर दिया जाय ? यह बिलकुल गलत है। जो भी अमेंडमेंट लाया गया है वह बहुत सही अमेंडमेंट है। आज हिन्दुस्तान में करोड़ों रुपये का सोना बाहर से स्मगल किया जा रहा है, इंटरनेशनल प्राइस 50-60 रुपये फी तोले से ज्यादा नहीं है और हिन्दुस्तान में 230 रुपया तोला बिकता है। अगर कोई स्मग्लर तीन दफा लाये और दो वक्त पकड़ा जाय, तो भी फायदे में रहता है। इस वास्ते गवर्नमेन्ट को बहुत विजिलेंस के साथ अपने सी-शोर पर निगरानी करनी चाहिये ताकि वह सोना ज़ब्त किया जा सके, क्योंकि जो पनिशमेन्ट इसमें प्रेसक्राइब किया गया है, वह काफ़ी नहीं है। चूंकि सुप्रीम कोर्ट ने उस से ज्यादा सख्त कानून न बनाने के लिये जजमेन्ट दिया है और उस जजमेन्ट का अहतराम करना जरूरी है, इसलिये इसको लाना पड़ा है।

हमारे गोल्ड-स्मिथ्स के पास कितना सोना रहता है। उन के पास बहुत कम सोना रहता है। हमारे पीलू मोदी साहब ने अभी राजा-महाराजाओं का नाम लिया, लेकिन मैं उनको कहना चाहता हूं कि हमारे गोल्ड कन्ट्रोल आर्डर का जो अमेण्डमेन्ट लाया जा रहा है, वह किसी एक व्यक्ति के वास्ते नहीं है, बल्कि पूरा हिन्दुस्तान के वास्ते है। वह राजा-महाराजाओं के लिये ही नहीं है, उनके पास तो अब सोना बहुत कम हो गया है, दौलत भी कम हो गई है, जो थोड़ी-बहुत है, वह इलैक्शन लड़ने में खत्म हो रही है, एक-दो इलैक्शन के बाद तो वे बिल्कुल आर्डिनरी

लोग हो जायेंगे, इसलिये हमें उनकी फिक्र नहीं करनी चाहिये, बल्कि जो आज कल के नये राजा-महाराजा बन रहे हैं, जिनके पास दौलत इकट्ठी हो रही है, उनको रोका जाय। मैं चाहता हूं कि किस किस के पास कितना सोना है, उसकी डिटेल हासिल की जाय और अगर किसी के पास लिमिट से ज्यादा है तो उसको ज़ब्त कर लेना चाहिये।

उपाध्यक्ष महोदय, अभी परसों तक जब हमारे यहां गल्ले की किल्लत थी, हर रियाया के पास कितना अनाज होना चाहिये, उसके बारे में सरकार ने कानून पास किया था और बहुत सी जगह उसके तेहत प्रोक्योरमेन्ट हो रहा है, तो जब गवर्नमेंट गल्ले का प्रोक्योरमेन्ट कर सकती है तो सोने का प्रोक्योरमेन्ट क्यों नहीं कर सकती, सोना जाती चीज़ नहीं है, नेशनल प्रौपर्टी है, इस लिहाज से सोने को लेना चाहिये। जब तक हम इसको नेशनल प्रोपर्टी डिक्लेअर नहीं करेंगे, जब तक इसको व्यक्तिगत प्रौपर्टी समझते रहेंगे, यह चीज़ हमेशा चलती रहेगी। आज इसकी वजह से बहुत से डाके पड़ते हैं, घरों में सेफटी नहीं है, इसके लिये पब्लिक को एजूकेट करने की ज़रूरत है। जिस तरह से ज़मीन का सीलिंग मुकर्रिर किया गया है, कि 30 एकड़ से ज्यादा ज़मीन किसी के पास नहीं होनी चाहिये, मैं सरकार से पुरज़ोर सिफारिश करता हूं कि सोने के ऊपर भी इसी किस्म की पाबन्दी क्यों न लगाई जाय। आज हम 10 या 15 लाख की प्रापर्टी पर पाबन्दी लगाने जा रहे हैं, उसी तरह से सोने के इस्तेमाल पर, होल्डिग पर पाबन्दी लगाई जाय और उस पर सख्ती से अमल किया जाय।

अगर किसी चीज़ पर हम अमल नहीं कर सकते हैं तो एक आदर्श हो सकता है, जिस पर हम चलते रहते हैं। लेकिन उस आदर्श पर एक दिन में नहीं पहुंच सकते हैं। इस के लिये कानून न बनाया जाय, मैं इस बात से एग्री नहीं करता, यह गलत बात है। किसी आइडियल पर पहुँचने के वास्ते बहुत सी मन्जिलें होती हैं। एक एक मन्जिल पर चलने में दिक्कतें होती हैं, रास्ते में कई रोड़े आते हैं और बहुत सी पार्टियां ऐसी हैं जो हमेशा अच्छे काम में रोड़े अटकाने की कोशिश करती हैं। अगर कांग्रेस की तरफ से कोई अच्छा काम हो रहा है तो उन बेचारों को बहुत तकलीफ़ होती है। चूंकि ये लोग अच्छा काम कर रहे हैं, इस लिये इन के पाँव में रोड़े अटका कर इनको गिराना चहिये, इस किस्म की चीज़ वे लोग करते जाते हैं। मैं मिनिस्टर साहब से दरखास्त करना चाहता हूं कि वे इस तरफ खास ध्यान दें, क्योंकि हिन्दूस्तान का बहुत ज्यादा पैसा बाहर चला जा रहा है। चन्द दिनों पहले हमारे रुपये की जो वैल्यू अरब कन्ट्रीज़ और दूसरी जगहों पर थी, वह आज गिर गई है, इस वास्ते कि हमारा बहुत सारा पैसा सोने के स्मग्लिंग से वहाँ पहुंच चुका है और वे लोग वही पैसा लेकर हमारे पास आकर वही सोना माँग रहे हैं और हम से 60 रुपये में माँगते हैं। हमें रुपये के बदले सोना देना पड़ता है। इस लिये यह एक नेशनल ईशू है, हमें स्वतंत्र पार्टी या जनसंघ पार्टी के नुक्तेनज़र से इसको नहीं देखना चाहिये। हमारे मुल्क की दौलत बाहर जा रही है, उस को बाहर जाने से रोकना पड़ेगा और बाहर से जो सोना आ रहा है वह इन्डिविजुअल लिहाज़ से नहीं आना चाहिये और अगर आना है तो गवर्नमेन्ट के थ्रू आना चाहिये, 60 रु० तोले में आना चाहिये।

इस लिये मैं गवर्नमेन्ट की इस अमेण्डमेन्ट की ताईद करता हूं।

SHRI G. VISWANATHAN (Wandiwash): Most of the members who participated in this discussion are no doubt agreed that the very purpose of the parent Act has been defeated. This wonderful Gold Control Act owes its origin to the then Finance Minister, Shri Morarji Desai. The ruling Congress has done away with Shri Morarji Desai's association, but not with the Gold Control Act.

What is the result of the implementation of the Bill in the last three or four years? We were told that smuggling would cease, hidden gold would come out and the price of gold would be controlled. What has happened to these three objectives? Have they been fulfilled? Clearly Government cannot tell us that smuggling has ceased; it is, on the other hand,

[Shri G. Viswanathan]

going on as usual. As Shri Ram Gopal Reddy pointed out, it is going on and Government are not able to stop it. If Government say that by amending the Act, smuggling will be stopped and can give an assurance that by these improvements it will be stopped, I am prepared to support the Bill. But Government have not been able to do it in the last three or four years. How is this amendment going to achieve that purpose?

From its very inception, this legislation has caused havoc in the country. In its destructive effects, it is worse than an epidemic or earthquake. It has driven many goldsmiths out of the profession and many of them committed suicide. As previous speakers have pointed out, there is no purpose in amending the Act once in a year or in six months. It has to be done away with *in toto*. The desire for the yellow metal has not diminished with the passage of the original Act and I do not know whether we can make this desire vanish in this country. Since the very purpose of the Bill has not been achieved even with three or four years of its working, there is no purpose in amending the Act once in six months and Government had better withdraw the Bill.

डा० लक्ष्मी नारायण पांडे (मंदसौर) : उपाध्यक्ष महोदय, प्रजातान्त्रिक परम्पराओं में प्रशासन को सही रूप से चलाने की दिशा में कई कानून बनाने पड़ते हैं और कई को रद्द किया जाता है, कई कानूनों में बार-बार संशोधन भी लाये जाते हैं, लेकिन इस समय जो संशोधन लाया गया है, उसे मंत्री महोदय अपनी स्वेच्छा से लाये हैं, ऐसी बात नहीं है, या जनता को कुछ सहूलियत देने की दृष्टि से लाये हैं, ऐसी बात भी नहीं है। इस समय जो संशोधन प्रस्तुत किया गया है, उसे सर्वोच्च न्यायालय के एक निर्णय के कारण विवश होकर लाना पड़ा है।

मैं इस सम्बन्ध में निवेदन करना चाहूंगा कि प्रारम्भ से ही यह सारे का सारा कानून एक बड़ा विवाद का विषय रहा है। इस के साथ श्री मोरारजी देसाई का नाम यहाँ पर लिया गया, इस सारे काण्ड के अन्दर जिन लोगों ने आत्म-हत्यायें कीं, उन लोगों के प्रति उनको दोषी कहा गया, तो वह अत्युक्ति नहीं होगी। जिन परिवारों को इसके कारण आर्थिक हानि उठानी पड़ी, जिनको एक स्थान से हटा कर दूसरे स्थान पर ले जाना पड़ा, वह हमारे देश के अन्दर असन्तोष का बहुत बड़ा कारण बना और उसके कारण हमारे देश के अन्दर वह जो एक अच्छी जाति थी कला की दृष्टि से, वह विशृंखलित हुई, उसके अन्दर बेचैनी पैदा हुई, घबराहट पैदा हुई और उनको विस्थापित मान कर सरकार ने सहायता देना स्वीकार किया। लेकिन फिर भी उससे समस्या हल नहीं हुई। सरकार सोने का मोह छुड़ाना चाहती थी, लेकिन वह छुड़ा न सकी, चोरी छिपे जो सोना आता था वह रोका जाय लेकिन चोरी छिपे सोने का आना रुका नहीं। जो लोग सोने का मोह छोड़ देने की बात कहते हैं शायद वही सोने का उपयोग भी सबसे ज्यादा करते हैं। यदि आप उनके घरों में जाकर देखें तो उनकी पत्नियों के हाथों में सोने की चूड़ियाँ मिलेंगी। तो आप सोने का मोह तो छुड़ा नहीं सके। आप इस प्रकार के संस्कार नहीं डाल सकते, आप इस देश में चरित्र निर्माण नहीं कर सकते। राष्ट्र का चरित्र निर्माण करने के लिए जिन सामाजिक व्यवस्थाओं को लाने की आवश्यकता है उसको करने की क्षमता सामने की शासकीय कुर्सियों पर बैठने वालों में नहीं है।

15 hrs.

विधेयक में धारा 71 और 73 में संशोधन करने की बात कही गई है। जैसा मैंने प्रारम्भ में निवेदन किया, मैं इन संशोधनों का विरोध करने के लिए खड़ा नहीं हुआ हूं। विरोध इसलिए आवश्यक नहीं है कि क्योंकि यह एक अनिवार्य आवश्यकता है। सुप्रीम कोर्ट के निर्णय के बाद यह करना ही पड़ेगा। इसलिए इसमें विरोध या समर्थन का प्रश्न ही नहीं उठता। आवश्यकता इस बात की है कि इस सारे के सारे कानून का पुनरावलोकन किया जाये। जैसा कि माननीय सदस्य ने कहा कि एक्साइज आफिसर्स जिस प्रकार का व्यवहार करते हैं, वे जिस ढंग से घरों में घुस करके छोटे लोगों को पकड़ कर, चाहे उनका स्वयं का सोना हो या न हो, परेशान करने

की बात करते हैं–धारा 66 में इस प्रकार का अधिकार दिया गया गया है–मैं समझता हूं इसमें भी संशोधन लाने की आवश्यकता है। तो देखने की बात यह है कि यह सीज करने की जो पावर दी गई है उसमें भी संशोधन लाने की आवश्यकता है या नहीं अन्यथा सीज करने की पावर वैसे ही बनी रही और अधिकारी उसका दुरुपयोग करते रहे तो आपका जो यह कानून है वह शायद प्रभावशाली नहीं रहेगा। अतः मैं आपसे निवेदन करना चाहता हूं कि इस सारे के सारे कानून पर फिर से विचार किया जाये। यदि इस कानून को ठीक ढंग से उपयोगी और देश की आवश्यकता के अनुरूप बनाया जाये तो इसका लाभ होगा अन्यथा जैसा कि माननीय सदस्य ने कहा इस कानून से बजाय लाभ होने के हानियाँ ही हुई हैं। इस कानून के कारण इस देश में सैकड़ों लोगों ने आत्महत्या की है, हजारों लोगों का अपना व्यवसाय छूट गया। आपने करोड़ों रुपये की सहायता भी दी है लेकिन फिर भी आप उन सुनारों, कलाकारों को आजीविका का साधन नहीं दे सके। इस दृष्टि से इस पर विचार करने की आवश्यकता है, ऐसी मेरी मान्यता है। हमारे देश को स्वर्ण भूमि कहा जाता था। विदेशी आक्रांता जैसे मोहम्मद गौरी हमारे देश में इसलिए आये कि सोमनाथ मंदिर का फाटक सोने का था। हमारे देश में विपुल सम्पदा थी। सोने का मोह ही उनको यहां पर खींच लाया था। हमारे देश से पर्याप्त सोना चला भी गया और है भी। यह देश तो स्वर्णभूमि है किन्तु आप कानून के द्वारा जिस ढंग से सोने को बाहर लाना चाहते हैं और उसका उपयोग इस देश के अर्थतंत्र में करना चाहते हैं उससे न तो देश के अर्थतंत्र में उसका कोई उपयोग हो रहा है और न इस देश से बाहर जाने वाला सोना ही रुक रहा है और न ही सोने की कीमतें ही स्थिर हो पा रही है। इसलिए आपका कानून इस देश के लिए किसी प्रकार से भी उपादेय नहीं बन रहा है। मैं आपसे पुनः निवेदन करना चाहता हूं कि ठीक कानून बनाकर ठीक ढंग से उसका व्यवहार हो, इस दृष्टि से आप पूरे कानून पर विचार करें। सर्वोच्च न्यायालय के निर्णय को ध्यान में रखकर केवल एक दो धाराओं में संशोधन करने के बजाय यदि आप पूरे कानून पर विचार करके वृहद संशोधन लाने की चेष्टा करेंगे तो वह इस देश के राष्ट्रीय जीवन तथा अर्थतंत्र में सहायक सिद्ध होगा।

SHRI ANANTRAO PATIL (Khed): This Bill seeks to replace the Gold Control (Amendment) Ordinance of 1971. The Minister has said in his speech that this enactment would not require any addition to the present staff and hence there will not be any involvement of recurring expenditure.

The main purpose of the Ordinance was to prevent circulation of smuggled gold, and as the provisions of the old Act were invalidated by the Supreme Court, the Government thought it fit to promulgate the Ordinance to see that smuggling is checked.

The Minister says that the present staff is sufficient to prevent smuggling of gold.

If the staff is so competent enough, it is well and good. But the state of affairs does not seem to be so good. Delhi is the capital of this country. People who know the state of affairs say that every day there is smuggling to the tune of hundreds and hundreds of kilos of gold in the form of the biscuits from the border across Pakistan. Smuggling in big cities like Madras, Bombay and Delhi has not stopped. Government is not able to curb or check smuggling. This smuggled gold is brought by those who have unaccounted money or black money. If for one day the Government takes the power to open the safe deposit vaults of the bank they will be able to discover maunds of gold not accounted for. The Government will have to examine whether they are suffiiciently armed with the provisions of the Act. I think the Government will have to come forward with radical measures to see that smuggling is stopped and the circulation of smuggled gold is checked.

The other day I went to a Delhi shop to buy two bangles for my daughter who passed the SSC examination and joined a college. The dealer asked me whether I wanted to have bangles of gold or other biscuit gold. Since I could not follow him, he explained that the biscuit gold was pure gold smuggled from outside. The central intelligence forces which were working under the Finance Ministry have been

[Shri Anantrao Patil]

taken up by the Home Ministry and instead of having co-ordination between various boards the customs board, the excise boards, they quarrel among themselves and do not function properly. At present there is no Director General of the Central Intelligence Board. When some person is transferred his vacancy is not filled for months together. The posts of director or superintendent are vacant. How are we going to check smuggling. Let the Government come forward with measures to discover the yellow metal in the bank deposits and stop the smugglers also.

The provision is that if a person is in possession of unauthorised gold it can be confiscated. If an innocent person is involved, he has to be fined and the fine may be equal to the value of gold which has been taken into possession. Powers are given to the competent authority under section 78. The point is whether he will be able to use those powers scrupulously. He has to decide whether gold has to be confiscated or given back. If he is a good officer, honest and sincere, he will use the powers quite correctly. But there are some officers who are the cause of the malady.

With these words I request the Government that if they want to come with an amendment for the gold control bill, let them come with radical measures and give the competent authorities full powers so that they can stop the circulation of smuggled gold.

SHRI K. R. GANESH: Sir, this is a simple Bill and tries to meet the decision of the Supreme Court making section 71 of the Gold Control Act unconstitutional But the debate encompassed gold smuggling naturally and various other factors connected with the administration of the Gold Control Act. I was surprised that our hon. friends on the other side were speaking in two voices. Mr. Halder referred to the taking over of the entire gold which is there in the country, and Mr. Panda referred to the failure of the Gold (Control) Act and also the consequential hardships that the goldsmiths had. My hon. friend Shri Shashi Bhushan pointed out the alleged gold that is there with the Maharajahas and other sections of our society. But I never knew that the lure for gold was there on that side also. The point is this. This Bill seeks to meet the points that have been made by the Supreme Court: it strengthens section 71. (*Interruption*) The object of the Gold (Control) Act was to prevent primary gold in the possession of unauthorised persons entering into the economy of the country and distorting and vitiating the economy. That is the object of the Gold (Control) Act. By the judgment of the Supreme Court, this particular measure, the major objective of the Act, could not be implemented and therefore this Bill seeks to strengthen section 71 by introducing the amendment and meeting the weaknesses which were there in section 71, and also, preventing innocent persons from being harassed as a result of certain weaknesses in section 71. This is the objective as far as this amending Bill is concerned.

SHRI JYOTIRMOY BOSU: It cannot catch the real man.

SHRI K. R. GANESH: I will meet some of the points that have been made by the hon. Members. As hon. Member Shri Panda pointed out, section 8 has not been struck down. On the contrary, it has been upheld because the Supreme Court's decision upholds the validity of the Gold (Control) Act. It upholds the validity of various other sections. Only as far as section 71 is concerned, the Supreme Court held that the confiscation of gold places certain restrictions on the right of the persons to hold gold, or ornaments made of gold, and this Bill seeks to remove that weakness.

Sir, I can give also some figures, as far as the other points that have been made by hon. Members are concerned. If you want to stop smuggling of gold, then this Act, however it has been implemented, is absolutely vital, because it is the only statutory restriction that we are placing on the possession of primary gold. After the replacement of the Defence of India Rules that were there, this Act is absolutely necessary even though hon. Members may not agree with its administration and may not agree that it has been fully implemented, because it is connected with smuggling and various other Acts, but this Act is absolutely necessary for stopping and restricting the possession of primary gold in the possession of private persons. Once this particular vital section is struck down, there is no law for the Government to see that primary gold does not get into the economy; smuggled gold which might go into the country has got to be taken

possession of. Otherwise, there is no sense in having the restrictive measures as the Government is having. So, this law is absolutely necessary for preventing the possession of primary gold in the hands of private persons. I am not going into the question of smuggling. Every day we are answering questions on smuggling, tax-arrears, etc. We have also placed before the House the steps Government have taken to strengthen the anti-smuggling machinery. Various administrative, legislative and economic measures have been initiated for this purpose, but that is a different aspect. That has nothing to do with this Bill. As I said, if there are any weaknesses in the implementation of the Act, Government will see that they are removed. India has a vast coastline and it is a big problem. Smuggling is not confined to India alone; it is there in other countries also. Government cannot immediately put a complete stop to the entire smuggling operations. All that is honestly possible is being done.

So far as goldsmiths are concerned, about 1.90 lakh goldsmiths have obtained certificates. 1.70 lakh goldsmiths have been given rehabilitation assistance. Various other steps have been taken during the last three or four years. I have a long list and I do not want to tire the House by reading it.

SHRI G. VISWANATHAN: How many applications are still pending for loans?

SHRI K. R. GANESH: I will find that out and give.

AN HON. MEMBER: Will it stand the test of the Supreme Court?

SHRI K. R. GANESH: We cannot forecast about that. This has been processed by the highest legal authorities in the Government. That is all I can say. (*Interruptions*).

With these words, I commend the Bill to the House.

MR. DEPUTY-SPEAKER: I will now put Mr. Daga's amendment to the House. The question is:

> "That the Bill be circulated for the purpose of eliciting opinion thereon by the 16th September, 1971".

The motion was negatived.

MR. DEPUTY SPEAKER: The question is:

> "That the Bill further to amend the Gold (Control) Act, 1968, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: There are no amendments to the clauses. The question is:

> "That clauses 2 to 6, clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 to 6, clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI K. R. GANESH: I beg to move:

> "That the Bill be passed."

MR. DEPUTY-SPEAKER: Motion moved:

> "That the Bill be passed."

SHRI JYOTIRMOY BOSU: (Diamond Harbour): Sir, apart from the traditional urge to possess gold in this country, certain things have been happening here during the 23 years of the golden rule of the Congress which have increased this urge. If you really want to check smuggling, it is no use bringing petty Bills every day and taking up the valuable time of the House. People have lost confidence in the Indian rupee, the value of which is eroding every day. People are trying to switch over to something else which will not erode the way the rupee is doing. Today a man takes an insurance policy. He pays the premium with a dearer money and gets much cheaper money when the policy matures. He puts his hard-earned money into the provident fund, which is much dearer money and when he retires, he gets back much cheaper money. You put money in a fixed deposit in the bank. You put much dearer money and you get back much cheaper money. Now, where is the money going? Nothing is usually lost in the country. Due to the wrong policies and measures adopted by the Government, the money is finding its way to the monopolists and capitalists. It is cross-travelling. You contribute dearer money and take back cheaper money. Mr. Birla borrows, say, Rs. 1 crore from the financial institution, with the promise to repay it after 20 years. He borrows dearer money and re-

[Shri Joytirmoy Bosu]

pays cheaper money. There is a cross-flow and the money finds its way into the pockets of the capitalists and monopolists. These *garibi hataowallas* have been making this possible. So, there is an inherent urge for possession of gold.

India is supposed to be the most attractive country for gold smugglers. It has been said here:

> "There has been no official estimate ever. Officials decline to even hazard an intelligent guess. Unofficially attempts have been made in this direction from time to time, but these have yielded as many estimates as the number of persons will have made them. Many estimates, however, approximate to the figure of 400 million dollars, equivalent to Rs. 300 crores at the international official price of 35 dollars an ounce."

It works out to about Rs. 70 for 10 grams, but actually here the price is anywhere between Rs. 180 to Rs. 200 a tola.

Now, I will quote a former member of the Central Board of Revenue:

> "Mr. T. C. Seth, a former Member of the Central Board of Customs and Excise and Director of Revenue Intelligence narrated an incident. .....
>
> He was once travelling on a plane when a woman, "then an MP and later a full-fledged Cabinet Minister", asked him why the customs wanted to catch gold smugglers. "Where they not bringing riches into the country?"

That is the type of ministers we have in this Government and yet they want us to believe that they are really wanting to stop smuggling of gold. This is a real stunt.

Then there was a case where a Finance Ministry official, a Hindi translating officer, was almost caught red-handed. He had been writing letters in language which would not be understood by anybody except those in the trade. The milk account, the soft account, the police—this is the kind of language he used. The Prime Minister gave a categorical assurance in April 1970 that the matter would be thoroughly probed into and if the man was guilty he would be brought to book. We would like to know from Shri Ganesh today, what steps have been taken against the person.

Smugglers have even gone to the extent of having their own airstrip at Colaba District in Bombay in a place near Panvel. Who will belive, unless there are big patrons in power, that they could function here to this extent?

I can tell you that detection represents only a fraction which could be called surrender by mutual agreement. It may be anybody's guess—Rs. 1,000 crores a year, Rs. 1,500 crores a year or Rs. 800 crores a year worth of gold is smuggled. So, you are runing the country.

How do they finance it? When I had raised the issue of overinvoicing and underinvoicing four years ago in this House people laughed at me. Shri Chavan said the other day that it is taking away Rs. 75 crores a year. He is living in somebody's paradise. It is nothing below Rs. 300 crores or Rs. 400 crores a year. This underinvoice and overinvoice surplus money is converted into gold at the rate of Rs. 65 or Rs. 70 a *tola* in Vienna, Trieste, Tangiers, Hong Kong, anywhere. That money comes through the carriers, who get a percentage and who make the bandobast with people in North Block or in Bombay, Calcutta or Madras Customs or people all round. That goes to the household at Rs. 20 a *tola*.

SHRI K. N. TIWARY (Bettiah): How do you know ?

SHRI JYOTIRMOY BOSU: Are you trying to suggest, "are you a smuggler?" So, I can understand how incapable is your Government.

SHRI K. N. TIWARY: Are you in league with them ?

SHRI JYOTIRMOY BOSU: I will come to it later on.

One young diplomat, called Mitra, because he wanted to know, poked his nose into the affairs and find things out. In Vienna he was mercilessly murdered. I want to know if that case has been unearthed and, if so, what is the story behind it,

What about the big guys, like BOAC ? BOAC was caught with gold. You could not touch them. You did a show; you produced a drama and said, "We are going to do this and that." But you could not touch them.

What about Jardine Henderson and the story of Eastern Queen, the Eastern Saga and the Eastern Light? What happened? They brought gold within steel plates of the hull. You detected them. But you could not touch them, because they are very powerful foreign monopolists. If you touch them, you will be in danger.

Then, there was the Walcott story. There are many like that. What about the case of Kooly Mastan ? He was given a passport to go abroad under a chit by Shri Kanungo, then Governor of Gujrat. Shri Kamal Tiwary should not say that I am a friend of his. His partyman, Shri Kanungo, a Governor instituted by them, gives a chit and a confirmed smuggler goes abroad. For what? For furthering smuggling business. You cannot touch him.

What about the Indian Airlines smuggling in Caravelles? What about the Chief Conservator of Forests, Himachal Pradesh, caught smuggling goods, not gold, only the other day in April 1971? Then, there was the Asansol case involving Rs. 60 lakh worth. You said, you wanted to give it to Interpol. We want to know what you have done in that.

Then, you promised in April 1970 that you were going to bring forward a much stricter legislation to curb smuggling. You owe an explanation to this House because we have seen enough gimmickry, stunts and stories. We want you to tell us today, here and now. Since April, 1970, one year has now passed. Why is it that you have not brought forward the so called stricter Bill to curb smuggling? Because you dare not touch the real big guys who are behind smuggling, because they also happen to be your patrons.

SHRI K. R. GANESH: Mr. Deputy-Speaker, Sir, it is a general tirade and a usual tirade which both of us understand and this House also understand. He has referred to certain specific cases for which I do not have information at the moment. I shall get the information and supply to him. ....

SHRI JYOTIRMOY BOSU: I am talking of the so called stricter Bill that you wanted to bring forward to curb smuggling. In April, 1970, you said that you were going to bring forward a piece of legislation to curb smuggling. More than 365 days have passed, and your glory is increasing, and yet the Bill has not come.

SHRI K. R. GANESH: I have already mentioned about administrative, legislative and economic steps that have been initiated to control and check smuggling to the extent possible. Now, smuggling is a part of the evil society. May I submit that it is not possible with all the administrative steps that Government of India might take and which the Government has got to take to stop smuggling completely? Smuggling starts with certain evils that are there in society and in social system. Once you get over the evils of society and social system, once you get over the manipulations that go on, then only it will be possible to stop smuggling. Till then, this Government is committed to introducing various measures which I have already indicated and the Bill will be introduced as soon as these measures are ready.

The hon. Member has given some of the specific cases. He seems to be functioning as the intelligence wing of the Revenue Department to which he referred. It is very useful for the Government. The Government will take all the information that the hon. Member has got and use it. There is one assurance that I can give to this House and that is that there is no question of not tracking down these smugglers, wherever they may be.

It is a general tirade, a general criticism, that he has indulged in, and that is not to be taken as seriously as he is trying to make out. I can assure the House that wherever these smugglers may be, they will be tracked down.

SHRI JYOTIRMOY BOSU: Why that Bill has not yet been brought forward? You said that you will bring forward the Bill within a short time to curb smuggling. You have no intention to curb smuggling.

SHRI K. R. GANESH: I have already replied to that.

MR. DEPUTY SPEAKER: Before I put it to the House, Mr. Jyotirmoy Basu, you sent a slip saying that you will speak on the third reading of the Bill. There was some misunderstanding. You wanted to speak on the first reading itself. But later on, you gave the

[Mr. Deputy-Speaker]
name of another Member, Mr. Halder. There was no intention to shut you out.

Now the question is:

"That the Bill be passed."

The motion was adopted.

15.34 hrs.

DEMANDS* FOR GRANTS (RAILWAYS) 1971-72

MR. DEPUTY-SPEAKER: The House will not take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1971-72 for which 5 hours have been allotted.

There is a large number of cut motions to the Demands for Grants. Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 1—RAILWAY BOARD

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 1,12,07,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Railway Board.' "

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 4,90,49,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972 in respect of Miscellaneous Expenditure.' "

DEMAND NO. 8—PAYMENTS TO WORKED LINES AND OTHERS

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 9,51,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Payments to Worked Lines and others.' "

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 57,30,78,000 be granted to the Presedent *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Administration.' "

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 188,38,29,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Repairs and Maintenance.' "

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 121,25,68,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Operating Staff.' "

DEMAND NO. 7—WORKING EXPENSES;—OPERATION (FUEL)

MR. DEPUTY-SPEAKER: Motion moved.

"That a sum not exceeding Rs. 113,32,52,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of Working Expenses—Operation (Fuel).' "

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

MR, DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs.

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* Moved with the recommendation of the President.

35,04,76,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Operation other than Staff and Fuel.' "

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 24,61,07,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Miscellenous Expenses.' "

DEMAND NO. 10—WORKING EXPENSES—STAFF WELFARE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 18,57,94,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Staff Welfare.' "

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 70,00,00,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund.' "

DEMAND NO. 11A—WORKING EXPENSES—APPPRORIATION TO PENSION FUND

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 10,00,00,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Appropriation to Pension Fund.' "

DEMAND NO. 12—DIVIDEND TO GENERAL REVENUE

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 167,59,56,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Dividend to General Revenues.' "

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 5,99,95,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Open Line Works (Revenue).' "

DEMAND NO. 14—CONSTRUCTION OF NEW LINES

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 22,31,85,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Construction of new Lines.' "

DEMAND NO. 15—OPEN LINE WORKS—CAPITAL DEPRECIA- TION RESERVE FUND & DEVELOPMENT FUND

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 394,83,99,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of Open Line Works—Capital Depreciation Reserve Fund and Development Fund.' "

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 5,92,07,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Pensionary Charges—Pension Fund.' "

DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND.

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 3,53,87,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Repayment of Loans from General Revenues and Interest thereon—Development Fund.'"

DEMAND NO. 20—PAYMENTS TOWARDS AMORTISATION OF OVER-CAPITALISATION, REPAYMENT OF LOANSFROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND.

MR. DEPUTY-SPEAKER: Motion moved:

"That a sum not exceeding Rs. 12,69,02,000 be granted to the President *to complete the sum necessary to defray* the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Payments towards Amortisation of over-capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund.' "

Dr. Saradish Roy.

*DR. SARADISH ROY (Bolpur): Mr. Deputy Speaker, I want to speak in Bengali with your permission.

The higher officers in the Railway Board say that railway adminis- tration is overstaffed. It is true that railway administration is overstaffed but this overstaffing is confined to certain areas of railway administration. The information that I have, if it is placed before you, will prove which specified areas of the railway administration are overstaffed.

15.35 hrs.

[SHRI K. N. TIWARY *in the Chair*]

The information is like this: in 1950-51 the number of coaching vehicles including EMU was 2,55,137. In 1968-69 it rose to 4,16,150. Therefore, the increase was 85 per cent. In 1950-51 the number of locomotives (steam, diesel and electric) was 8,209. In 1968-69 it rose to 11,555; so the increase was 40 per cent. In 1950-51 the vehicles kilometrage was 2,802. In 1968-69 it rose to 4,716; so the increase was upto 68 per cent. The number of wagon kilometerage in 1950-51 was 4,370. In 1968-69 it rose to 10,657; so the increase was 144 per cent. The passenger kilometerage in 1950-51 was 66,157. In 1968-69 it rose to 1,06,940; so the increase was 61 per cent. The number of gazetted staff in all Railways in 1950-51 was 3,101. In 1968-69 this figure rose to 6,816; so the increase was 225 per cent. Then in 1950-51 the number of gazetted staff in the Railway Board was 136. In 1968-69 it rose to 615. Therefore, the in-increase was upto 355 per cent. The number of Class III and Class IV staff in the Railways in 1950-51 was 9,29,828. It rose to 13,33,009 in 1968-69; so the increase was only 45 per cent.

From this information it will be found that the work load has increased but the number of workers—who render real service to the Railways—has increased only upto 45 per cent. But the number of gazetted officers—who merely supervice the work of others—has increased upto 225 per cent. Besides, the number of gazetted officers in the Railway Board has also increased upto 355 per cent. It, therefore, shows that the pressure of work is more upon the Class III and Class IV staff of the Railways. I have furnished this information only to show that the Gazetted posts are more over-staffed in the Railways. It is upto 355 per cent.

Railway Accidents Inquiry Committees were appointed in 1962 and in 1968. It was the opinion of the Inquiry Committees that if leave reserved staff is increased, other members of the existing staff on night duty may enjoy some relief, whenever required by them, and that will lead to the growth of their efficiency. With the growth of their efficiency there is possibility of less number of railway accidents. But it has rather been found that in proportion to the increase in work load the number of staff, who render real service to the railways, is not increasing; whereas the number of officers is being increased, So from the information that has been furnished by me I want to show that the number of gazetted officers is being increased; whereas the staff belonging to the lower categories of Railway service is not being increased. Then, as more leave

* The original speech was delivered in Bengali.

reserved staff are not being appointed, the existing railway workers are compelled to resort to dishonest means. I know that in two Central Government organisations like Railways and Posts and Telegraphs the members of the staff are compelled to submit false medical certificates as for want of more leave reserved staff their leave is not sanctioned.

Class IV staff of railways get annual increment of rupee one. To look after the welfare of the Class III and Class IV staff although some officers have been appointed, yet in many cases the increment of rupee one has not been given to Class IV railway workers even after the lapse of five years. After making applications the workers got replies after frour years, saying that their increments had been sanctioned. But in regard to the gazetted officers the position is different. They get their increments immediately. Not only this. In regard to the payment of increment to Class IV staff it takes another 6 months to one year as the increment bills go to the accounts department first and thereafter it is submitted for preaudit. So whatever little increment they get in their meagre salary, that is also not given in time. I have got certain specific names with me in whose cases the payment of increment was delayed.

During the general discussion it was pointed out that in order to reduce the wastage in expenditure in railways the electrification work should not be done through the contractors. I shall not go into that question now. But I shall say that there are some departments in the Railways which make their purchases through the contractors. The railways purchase drugs from the Indian Drugs and Pharmaceuticals Laboratory for the treatment of their staff but it has been found that the railways are not purchasing the medicines directly from the same. These medicines are being purchased through some contractors and as result of that some amount of money go to the pockets of the contractors. Again, Government advertises the products of Modern Bakeries, but from the government-run bakeries the railways do not purchase bread for its catering services. Here also bread is purchased through the medium of contractors.

Again, the railway departments are earning more profit through these purchases as these things are being sold by the Railways at a higher price than the market price. The Southern Railways are purchasing vincent drink at a price of 25 nP but their catering services are selling it at 43 nP. Vincent soda is being purchased at a price of 15 nP but it is being sold at 25 nP. This purchasing price of 15 nP includes sales tax delivery charges. Vincent special drink is being purchased at 30 nP but being sold at 47 nP. So it is evident that the railway administration is earning more profit by selling these things at a higher price than the market price. So I raise my objection to this before the Hon. Minister.

In the course of the general discussion something was said about the wagon breakers. I asked the people of my place as to how this wagon-breaking can be stopped. I also discussed about this matter with the railway staff. They all told me that 20 years before this wagon-breaking was not so much there in the railways , but now it is there in spite of the railway protection force. Therefore, if this railway protection force is withdrawn, there will not be any case of wagon breaking. Now-a-days the work of protecting railway property is being shared by two railway protection forces. As C.R.P. is deployed in a State to assist the State police, there is a special Railway Protection Force to supervise the work of the Railway Protection Force. But inspite of all these number of wagon-breaking cases are increasing daily. The wagon brakers are perhaps sharing profit with the railway protection force. Besides, they are also being encouraged by some political parties. These wagon breakers are sometimes used by the political parties to achieve their ends. So, if the Government is really interested to stop the activities of the wagon breakers, it must deal with them politically. Besides, if the present political situation in the country is changed, there will not be any theft of railway property or case of wagon breaking.

Sir, the Hon. Minister said during the General Discussion on the Railway Budget that efforts would be made to create employment opportunities for the people, and that efforts would be shared by the State Government. But the hon. Minister said in the Rajya Sabha that in order to reduce administrative expenditure some posts have been surrendered. From 1-4-70 to 30-9-70 the number of posts surrendered in various categories in Railways are as follows:—

Gazetted Officers (Class I and II)	— 3
Class III staff	—1156
Class IV staff	—1418

[Dr Saradish Roy]

So we find that those people who really do some work their posts are being surrendered in a greater number. This statistical information was given by the hon. Minister in the Rajya Sabha on the 5th April, 1971. So from this information the real intention of the Government has become very much evident. In order to create employment opportunities the railway administration should take the initiative instead of depending upon the State Governments. In many places we have found that transport difficulties have arisen for want of over-bridges. If these overbridges are constructed by the railways, they will provide employment to a large number of people.

Lastly I shall say something about overcrowding in trains. We know that in Calcutta there are a number of suburban trains. In this connection, I would like to say that as Taj Express has become very much popular in Delhi, Coal Field Express is also very popular in Calcutta region. But unfortunately in that train many passengers find a great difficulty in getting accommodation. This Coal Field Express also runs during the office hours and as a result of that too much crowd is there in this train. If some fast moving trains are also introduced during office hours apart from this one, it may reduce crowding of passengers in the Coal Field Express. Because of over-crowding in that train there is no distinction between first class and third class passengers. During office hours a train also comes from Rampurhat and if that train is speeded it will reduce the crowding of passengers in the Coal Field Express. If all these points, made by me, are considered by the Government, the passengers will enjoy more convenience. With these words, I conclude my speech.

SHRI VAYALAR RAVI (Chirayinkil): I come from a State which has been ignored by the Railway Administration since independence. We know that the Railways are one of the biggest public sector undertakings in this country, employing more than 14 lakhs people. But it has to improve its functioning in every respect. It is expected to give more facilities and convenience of travel to the public, but I am sorry to say that it has not been able to render better service to the people. To be able to render better service, it needs the cooperation of the entire Railway employees, but I feel that this is lacking. Every worker in the Railways feels that the officers are bureaucrats, more strict and bitter than the Britishers. The Railway Board represents the old bureaucrats, the I.C.S. and I.A.S. Officers. They come from the Administration and they only know objection and red-tapism. We must see that non-officials who are technicians and experts are appointed in the Railway Board, those who have a social outlook and who share the comitment of the Government. Our Government is committed to certain ideals, and so the people who are at the top of the administration should share that commitment and have faith in that policy. So I suggest that we must have new people, technicians, professors and qualified people from public life, so that they can run the Railways in a proper manner.

Coming to my State, you will be surprised to know that though in the last three Five Year Plans we have spent more than Rs. 3,191 crores, Kerala has been allotted only Rs. 5 crores. This is how my State has been ignored. On a *per capita* basis my State should get more than Rs. 200 crores. Every Railway Minister thinks that the country end with the Western Ghats. They are forgetting that there is a State of Kerala with 20 million people beyond that who are lacking in Railway facilities. We have only one Railway line. Trivandrum which is our capital is in the extreme south. A person who wants to go to Trivandrum from Kasargod takes two days. It takes two days to reach the capital of our State to cover a distance of 300 miles. Half the distance is metre gauge and half the distance is broad gauge. All the hon. Members from Kerala have been demanding for so many years that there should be broadgauge from Eranakulam to Trivendrum. That has not been given. They have just spend Rs. 5 crores and no new line has been set up except Ernakulam-Quilon. People are demanding a coastal railway to Alleppey; the city is going down. Every State has got broadguage railway at the rate of 10.915 kms for one lakh of people but my State has got only three kms. We have been ignored for the last so many years. This indifference should go and proper share should be given to Kerala. We do not want many lines; we need only a few lines. I invite Mr. Quereshi to come to Kerala. You will be surprised that not a single railway station has been rebuilt or reconstructed; all the railway stations are just as they were originally built; there has been no change. Varkala, my own

constituency, is a pilgrim centre and more than fifty lakhs of people of my State worship that place. From all parts of the country pilgrims come there. For nine months in year it rains in our place because of this or that monsoon and people there have been demanding the construction of a new railway station so that people who come to that centre could at least protect themselves against rain but that has not been done. The fast trains do not stop there. We demanded that those trains should stop at Varkala; after all trains run for the convenience of the people. But these things are decided at Madras. There is no divisional office for metre-gauge in Kerala; they are located at Madura and Trichy. We are demanding that there should be a divisional office at Quilon or Trivandrum, I prefer Trivandrum. If something is wrong, the Olavakot man will say: it is none of my business, it is all at Trichy. One division is at Olavakot and the other is at Trichy. I do not know how it is functioning. There should be a coastel railway line from Ernakulam to Alleppey.

You know about Guruvayoor which has a famous temple. It caught fire recently. A lot of people are coming there every day; it is a place like Tirupathi. People are demanding extension of railway line from Trichur to Guruvayoor. That has not been done. The hon. Minister should look into these things.

The capital city Trivandrum is a growing city and has all facilities for a workship. Still there is no railway workshop in Kerala. Lots of trains are running there. In Shoranur too there is no workshop. Locos are taken to Madura or Trichy for repairs; it is a loss to the Government. Government should consider having a workshop either in Trivandrum or Quilon, Sreekantan Nair's constituency; but I prefer Trivandrum. People from Kasergod should be able to reach Trivandrum the same day. Now the Railways are incurring losses because people go by bus as there is no proper connecting trains. This administrative indifference should go. We do not want to indulge in the burning of wagons or adopt other agitational approach to bring pressure; we do not like to do so. Of course, people sometimes resort to that kind of agitation and get something done. But we are not doing it. So, I do hope that the Minister will look into this. I want only Rs. 5 crores more out of Rs. 3,000 crores. What more can I say about this? Only Rs. 5 crores out of Rs. 3,000 crores. I demand that Kerala should get its due share. Perhaps it may need Rs. 100 crores. But I do not want to ask Rs. 100 crores. I want only Rs. 5 crores more. This can be done by the Government.

16 hrs.

One thing more I have to say. It is about the loco-drivers. I happened to meet some of them in Madras. Shri Viswanathan will admit and Shri Murasoli Maran will also remember that Shri Karunanidhi, the Chief Minister of Madras, intervened in their strike years ago. Shri Karunanidhi has given an assurance that he would pursue the matter with the Central Government to withdraw all the cases against the loco-drivers. I am told, however, that the cases have not been withdrawn yet. It is because the Railway Board, the bureaucrats, do not want towithdraw those cases, and they inflict more hardship on the poor drivers. I request the Minister to look into this matter and withdraw the cases against those poor loco-drivers.

The authorities should also recognise their organization. There is an organization which represents the entire loco-drivers in the country. You must recognise their organization and meet their legitimate demands. I hope the Minister will do so.

With these words, I support these Demands. I also hope that the Minister will consider the requests for Kerala, especially the demands of mine about Varkala and the facilities for Kerala.

श्री नवल किशोर सिंह (मुज़फ्फरपुर) : सभापति महोदय, मैं इस मांग का समर्थन करने के लिये खड़ा हुआ हूँ। इस मांग का समर्थन करते हुए रेल्वे शासन के सम्बन्ध में कुछ राष्ट्रीय महत्व की आवश्यकताएँ हैं, उनके सम्बन्ध में दो चार बातें कहना चाहता हूँ।

रेलवे बोर्ड के सम्बन्ध में, सभापति महोदय, इस सदन में कुछ सुनने को मिल रहा है। मैं नहीं जानता कि वे बातें कहां तक सही हैं और रेल्वे बोर्ड में क्षमता और दूरदर्शिता की कितनी कमी है, लेकिन दो-चार बातें जो हमारी राय में सामने आई हैं, उनका विवरण प्रस्तुत कर देना, मैं उपयोगी समझता हूँ।

[श्री नवल किशोर सिंह]

माननीय सभापति जी, आप जानते हैं कि बिहार में बहुत सारे खनिज पदार्थों के खान हैं, कुछ तो ऐसे हैं जो सारे संसार में सब से ज्यादा शायद बिहार में हों, लेकिन उनका शोषण उचित रीति से नहीं हो रहा है और जो शोषण होता है, वह इकनामिक नहीं होता है। उसका कारण यह है कि उनकी ढुलाई का उचित प्रबन्ध नहीं है। उनको पोर्ट तक लेजाने की उचित व्यवस्था नहीं है। यहां तक कि उस कच्चे माल की जिन कारखानों में खपत की जायगी, वहां भी उसको ले जाने के लिये यातायात के उचित साधन नहीं हैं। उस दिन जब मैंने माननीय इस्पात मंत्री जी का ध्यान इस ओर खींचा था तो उन्हें यह बात ससझ में नहीं आई थी, लेकिन थोड़े दिनों में वे इस बात को समझ जायेंगे। मैं बिहार के खान क्षेत्रों की ओर इशारा कर रहा हूँ, चाहे वे लाइम-स्टोन, ग्रेफाइट, बौक्साईट आयरन-ओर या माइका के हों, इन क्षेत्रों में यातायात के साधनों की कमी है, जिसके कारण राष्ट्रीय महत्व के इन पदार्थों की ढुलाई और उचित शोषण नहीं हो रहा है। मैं नहीं जानता कि इनको राष्ट्रीय प्राथमिकता दी जा सकती है या नहीं, लेकिन यदि रेल्वे और कम्यूनिकेशन की ठीक व्यवस्था हो जाय तो इससे देश को बहुत लाभ हो सकता है। इसलिये मैं समझता हूँ कि इनको राष्ट्रीय महत्व की योजनायें बनाना चाहिये।

दूसरी बात—पटना में गंगा नदी पर एक पुल बनाया गया था—राजेन्द्र पुल। जिस समय वह पुल बना था, उस समय उस पर एक ट्रेक लाइन रखी गई थी। उस समय यह सुझाव आया था कि उस पर डबल ट्रेक रखना उपयोगी होगा, क्योंकि थोड़े ही दिनों में उस पर इतना बोझ पड़ जायगा कि एक ट्रेक कम मालूम होने लगेगा। लेकिन हमारे रेल्वे बोर्ड के जो अधिकारी थे, उन्हें यह सुझाव पसन्द नहीं आया, लेकिन अब दो-चार साल के अन्दर ही ये सब लोग महसूस करने लगे कि यह भारी गलती हो गई। अब एक दूसरा पुल उसी गंगा पर बिहार में बन रहा है, बिहार सरकार का पी० डब्लू० डी० विभाग उस पुल को बनवा रहा है, शायद कुछ कर्ज या अनुदान के रूप में भारत सरकार मदद देगी। मेरी जानकारी यह है कि जब रेल्वे से कहा गया कि वह भी इसमें पार्टीसिपेट करे और उस पर अपनी डबल ट्रेक लाइन बिछाये ताकि जो गल्ती राजेन्द्र पुल के मामले में हुई थी, उसका प्रक्षालन हो तो फिर रेल्वे बोर्ड ने उसको नामन्जूर कर दिया है। मैं समझता हूँ कि गंगा जैसी नदी पर बार बार पुल नहीं बनाया जा सकता है, पुल बनाना बड़ा खर्चीला होता है। अगर यह पुल बिहार सरकार अपनी ताकत से बना रही है तो इसमें भारत सरकार को पूरी शक्ति लगानी ही चाहिये, रेलवे को इसमें पार्टिसिपेट करना ही चाहिये और जो गल्ती मुकामा पर हुई थी, राजेन्द्र पुल के निर्माण में, उस गल्ती को यहां पर गंगा के पानी में धो लेना चाहिये और वहां पर रेल्वे की डबल ट्रेक करनी चाहिये।

इसी सिलसिले में, सभापति महोदय, उस दिन आपने डा० के० एल० राव का भाषण सुना उन्होंने यह कहा कि सारे देश में बिजली की सब से ज्यादा कमी वाला क्षेत्र उत्तर बिहार है और सचमुच इलेक्ट्रिसिटी का पर-कैपिटा कन्जम्पशन सारे देश में शायद उड़ीसा को छोड़ कर कम उत्तर बिहार में ही है। उन्होंने कहा कि हम उत्तर बिहार में कहीं पर एक थरमल पावर स्टेशन बनाना चाहते हैं। उन्होंने मुज़फ्फरपुर का नाम लिया था और कहा कि हमारी सारी योजना इसलिये ठप्प पड़ी हुई है कि रेल्वे इस बात का फैसला नहीं कर सका है कि हम ब्राड-गेज लाइन जो रक्सौल जा रही है, वह किस तरफ से ले जांय। जाहिर है अगर थरमल पावर स्टेशन मुज़फ्फरपुर में बनाना है, जैसा कि डा० राव की इच्छा मालूम होती है, तो समस्तीपुर से मुज़फ्फरपुर की लाइन को मीटर गेज से ब्राड गेज करना चाहिये। मैं पैसेंजर या यातायात की सुविधा की दृष्टि से इस बात को नहीं कह रहा हूँ। मैं अन्तिम

आदमी होऊंगा जो पैसेंजर की सुविधा या चलने फिरने के आराम की दृष्टि से कहूंगा, राष्ट्रीय प्राथमिकता की दृष्टि से यदि लोगों को कुछ तकलीफ उठानी पड़ती है तो उसे उठाना चाहिये, अगर उससे कोई बड़ी राष्ट्रीय योजना सफल होती है तो उसे प्राथमिकता देनी चाहिये, लेकिन यह तो सारे उत्तर बिहार के जीवन मरण का प्रश्न है। अगर उसको बिजली नहीं मिलती है तो सिंचाई नहीं होती है, उस ज़रखेज क्षेत्र में अकाल पड़ने की सम्भावना बनी रहेगी और वहां पर बिजली पैदा करने का एक ही रास्ता है कि वहां पर थरमल पावर स्टेशन हो, चाहे मंहगी मिले, लेकिन लोगों को बिजली मिलनी चाहिये। डा० राव के मुताबिक थरमल पावर स्टेशन की वहां पर बड़ी आवश्यकता है, लेकिन जब तक समस्तीपुर से मुज़फ्फरपुर तक ब्राडगेज नहीं होगी तब तक थरमल पावर स्टेशन नहीं बन सकता है।

इसलिये मैं रेल्वे मंत्री जी से अनुरोध करूंगा कि वे मेरी इन तीन बातों पर विचार करें ताकि राष्ट्रीय आवश्यकता की ये तीन मदें पूरी की जा सकें।

SHRI C. JANARDHANAN (Trichur): Sir, it has become the practice of this government now every year to raise the passenger fares and the freight charges. At the same time, whenever any demand is made to the government about the amenities to the passengers or the improvement of the conditions of the workers they turn a deaf ear to that. As long as the government adopt such an attitude, I have no hesitation in saying that they have no moral right to run a public utility concern. Until they change their attitude radically they cannot serve the people of this country effectively.

All categories of railway employees, station masters, assistant station masters, clerks and gangmen have been continuously agitating for better service conditions and inproved wages. Some of them are thinking of even resorting to direct action in some places. Yet, government do not listen to their grievances and when they listen, they do it half-heartedly. This shows the callousness of the government to the needs of the workers who are their own employees.

The lowest category of employees connected with the railways is the licensed porters. Usually nobody takes up their cause or brings to the notice of the House their pitiable condition. For the last so many years these people have been demanding so many things. Because of their continuous agitation, government appointed a committee, which went into the whole matter and submitted a report some years back. Even though some years have passed after the submission of that report, nothing has been done to improve their conditions. Not to speak of the old stations, even in the new railway stations that are coming up the licensed porters are not provided any rest rooms.

Then, there are so many unions of railway employees which are not recognised. Even though they have been continuously pressing for that, government are reluctant to recognise them. Unions like the Northern Railway Workers' Union, North Eastern Railway Workers' Union, Undian Railwaymen's Federation, All India Station Masters' Association, Indian Railway Loco Mechanical Staff Association etc. are demanding recognition but the government are not conceding their demand because of which they cannot take part in the negotiations, which is an unsatisfactory state of affairs.

Coming to amenities to passengers, some hon. Members have referred to the catering system. Even though everybody is suggesting that catering should be improved, there has been no visiable change in the situation for the better so far. Even though we want the contract system should go, it still persists. Whether it is a question of stopping pilferage or ticketless travel, or doing away with the contract system, or reducing the huge salaries of the Railway Board members, whenever any demand is made the government turn a deaf ear to that. I say that the working of the railways cannot be improved unless they change their basic attitude.

There is no change in the attitude of the government when we demand new lines or some new trains. There are thousands of Malayalees who have come out of Kerala in search of employment and are residing in far away places like Bombay, Delhi or Calcutta. At the end of the year whenever they get leave for a month or a fortnight they find it very difficult to get facilities to go home in comfort. After continuous agitation for a number of

[Shri C. Janardhanan]

years for a direct train from Cochin to Bombay six direct bogies were agreed to from Cochin to Bombay though not a direct train. Similarly, from Calcutta to Cochin also, even though we demanded a direct train only one bogie was conceded. So also from Delhi to Cochin. The result is that hundreds of passengers wait in the queue to get a seat in the direct compartment and most of them have to go back disappointed because of the great rush.

Coming to the introduction of new trains, about ten days back when I asked a question, which was unfortunately treated as Unstarred, whether there is any proposal to run some fast trains between Cochin and Madras and Cochin and Mangalore the answer was that there is no such proposal.

Now, some three or four days back I saw in the Kerala papers a statement by the Divisional Superintendent, Olavakkot Division, Southern Railway, that there was a proposal before the Government, that the Railway Board was considering running a new fast train between Cochin and Ernakulam and Cochin and Madras. I do not know who is correct, whether the Minister or the Divisional Superintendent. I think and I hope, the Divisional Superintendent is correct. We are asking questions here to elicit information from these Ministers but if they are not ready to give information to us, I do not know what is the fun of our asking questions in this House.

The other day when some of my hon. friends, Shri Chandrappan and Shri Krishnan asked about a railway in Kerala, the Minister took a peculiar line. My hon. friend, Shri Ravi, from Kerala spoke from the other side and I whole heartedly endorse what he said but I wish to add something more. When the question about the new line proposed from Cochin to Quilon *via* Alleppey came here, the Minister, Shri Hanumanthaiya, said that it was a parallel line, that they had finished the survey but because it was a parallel line they were not taking it up. It is a peculiar argument. Of course, the width of Kerala is not much as that of Madhya Pradesh or of some other State. We can reach Calcutta *via* the present route and *via* Delhi also, but by no stretch of imagination can you say that these two lines are parallel. The Cochin-Quilon line goes through an area where there is the most congested population. The people need a railway not only for passenger service but because the whole area is undeveloped. No industry will come unless a railway line is there. That is the position regarding the whole coastal line.

Shri Ravi told you about the Guruvayoor line connecting Trichur and Kuttipuram. About 12,000 pilgrims are coming daily to the Guruvayoor temple. They are mostly from southern States. About 50 buses are coming from Tamil Nadu and Mysore alone to the Guruvayoor temple. There is no railway line. So, they are coming through road transport and are put to much difficulty.

The same thing is there with Tellicherry in Mysore. So, this will open up a new line and a new possibility to the whole State. Unless you put up a railway line, you cannot industrialise a State. These lectures and theories about industrialising the whole State within a short time are meaningless.

The Minister said the other day that we have got a new line. What is that new line? They are converting the metre gauge into broad gauge. That is the new line. Of course, it is good that you are going to change that metre gauge to broad gauge, but the Kerala Government has proposed eight new lines and all of them on a priority basis. This Government is not conceding a single line. And then they are saying that they are giving a new line! At least stop this business. Give new lines. If you want to help the people of Kerala, you must give new lines. Then only you can industrialise that State. If you are not going to help the people all over India by constructing new lines and giving new trains, you have no moral right to charge the people higher for their goods and travel. That is my contention.

सभापति महोदय : श्री राजा कुलकर्णी, श्री विभूति मिश्र, श्री सी० ई० भट्टाचार्य ।

कोई भी माननीय सदस्य उपस्थित नहीं हैं ।

इस बात को सरकार नोट कर ले कि जो माननीय सदस्य बोलने के लिये अपने नाम दें वह कम से कम हाउस में रहें ।

श्री मूलचन्द डागा (पाली) : सभापति महोदय, मैंने रेलवे की बाबत दो, तीन बातें कहीं थी, और लोकल बात भी कही थीं । राज-

स्थान के अन्दर कई हिस्से बहुत पिछड़े हैं, मैंने कई बार बतलाया फौलाद से आबु तक एक रेलवे लाइन डाली जाय। मेरे पत्र का उत्तर दिया गया कि यह लाइन प्लान में नहीं है। एक तो राजस्थान में वैसे ही रेलवे लाइनें कम हैं, लेकिन इस लाइन के बारे में मैं बताना चाहता हूं कि यह लाइन एक बहुत पिछड़े हुए हिस्से को फ़ीड करेगी। इस लाइन का पहले प्लान बन गया राजा महाराजाओं के समय में इसके लिये ब्रिज बन गये, फिर इसको न बनाने का क्या कारण है, यह मेरी समझ में यहीं आता है। इस एक रेलवे लाइन डालने से राजस्थान का जो पिछड़ा हुआ इलाका है, जो अनुसूचित और अनुसूचित जन-जातियों का क्षेत्र हैं, जो कि पहाड़ों में रहते हैं, उनका बड़ा लाभ होगा। आप एक तरफ़ तो कहते हैं कि हम सोशलिस्टिक पैटर्न आफ़ सोसायटी बनाना चाहते हैं, और जब हम कहते हैं कि पिछड़े हुए इलाके में रेलवे लाइन दीजिये तो उसको आप देने को तैयार नहीं है। उस क्षेत्र में आवागमन का कोई रास्ता नहीं है। फौलाद से आबु तक की रेलवे लाइन के लिये दो बार मैंने कहा लेकिन उस तरफ़ रेलवे मंत्री ने कोई ध्यान नहीं दिया। मैं चाहता हूं कि इस रेलवे लाइन को डालना बहुत आवश्यक है क्योंकि यह सारा पहाड़ी इलाका है, और काफ़ी पिछड़ा हुआ है। रेलवे लाइन आ जाने से वहाँ के लोगों की आर्थिक उन्नति में सहायता होगी।

एक बात मैं पाली (मारवाड़) के बारे में कहना चाहता हूं। यह बहुत पुराना इंडस्ट्रियल टाउन है। इस रेलवे स्टेशन को देखने से मालूम हो जायगा कि कितना खराब इंतजाम सफ़ाई का वहाँ रहता है। स्टेशन की सराउन्डिग्स में इतनी गंदगी और सड़न है कि वहाँ खड़ा होना कोई पसन्द नहीं करेगा। आप वहां का ठीक इंतजाम कराइये। मैंने उस बारे में लिखा पढ़ी की तो रेलवे वाले कहते हैं कि यह म्युनिसिपेलिटी का काम है। मैंने कहा कि म्युनिसिपेलिटी का काम नहीं है क्योंकि जमीन आप की है, आप की हद-बन्दी में वह आती है, वहां की सफाई का इंतजाम रेलवे को ही करना चाहिये, तो उन्होंने कहा कि यह काम म्युनिसिपल बोर्ड का है, रेलवे का नहीं मैंने यह भी लिखा था कि आप उस एरिया के चारों तरफ़ तार खिचवा दीजिये कि जिससे गंदगी न हो सके, वह भी आपने नहीं माना। ऐसा लगता है कि सफ़ाई के लिये जो पैसा रखा जाता है उसका ठीक इस्तेमाल नहीं होता है।

रेलवे लाइन को ऊपर उठाने के लिये बराबर पत्र लिख रहा हूं, डिवीज़नल मैनेजर को स्पॉट पर ले भी गया और उन्होंने कहा कि बात आपकी ठीक है, लेकिन बाद में नोट निकलता है हमें इस की जरूरत नहीं है। म्युनिसिपल बोर्ड इसको देखेगा। अगर रेलवे लाइन को थोड़ा ऊपर उठा कर एक छोटा-सा ब्रिज बना दिया जाय तो 300 मकान डूबने से बच जाते हैं। लेकिन इस तरफ़ विभाग कोई तवज्जह देने को तैयार नहीं है। अगर लेबरर्स लगा कर हम खुद काम करायें तो दफ़ा 447 के मातहत रेलवे विभाग हमारे खिलाफ़ ऐक्शन ले लेगा। गरीबों की झोपड़ियां पानी से हर साल डूबती हैं, पर कोई ध्यान नहीं देता। चार साल से टाउन का चैयरमेन होने के नाते मैं लिख रहा हूँ कि महाराजा श्री उमेद मिल तक जो रेलवे लाइन जाती है उस लाइन को ऊपर उठा कर उसके नीचे एक छोटा-सा ब्रिज बनाने से सारा पानी निकल जायगा और गरीबों के मकान नष्ट होने से बच जायेंगे। लेकिन कोई ध्यान उस बारे में नहीं दिया जाता है। इस कार्य में कोई ज्यादा खर्चा भी नहीं आयेगा, डिवीज़नल मैनेजर सहमत हैं कि लाइन को ऊंचा होना चाहिये, फिर भी समझ में नहीं आता कि किस कारण से इस काम को हाथ में नहीं लिया जा रहा है।

मैंने एक सुझाव यह भी दिया कि टारिंग करा कर कार पार्किन्ग और इक्कों के लिये जगह छोड़ दें, रेलवे अधिकारी कहते हैं कि बात आपकी ठीक है। लेकिन अभी तक वह काम भी नहीं हो पाया है। इतनी छोटी-छोटी बातों के लिये इतना समय लगना उचित प्रतीत नहीं होता और विभाग की कार्यकुलता को भी गिराता है।

[श्री मूलचन्द डागा]

दूसरी बात मैं रेलवे के केसेज़ के बारे में कहना चाहता हूं। ऐसा लगता है कि रेलवे के लीगल विभाग में कम पढ़े-लिखे लोग हैं और एक रुटीन तरीके में सब पौइंट्स पर वकीलों को राय दे देते हैं। समझ में नहीं आता कि जब लोगों को ला की पूरी जानकारी नहीं है तो ऐसे लोगों को लीगल डिपार्टमेंट में रेलवे क्यों रखता है। मैं वकील हूं, एक्ट्स में कितने संशोधन हो गये हैं, इनके लीगल डिपार्टमेंट के लोगों को अपटु-डेट जानकारी ही नहीं होती। रेलवे को कभी भी क्लेम नहीं मिलता है क्योंकि न तो गवाह आ सकते हैं और न ही केस जीतने के लिये प्रोसीजरल मैटर्स को सही तरीके से फ़ौलो किया जाता है। नतीजा यह होता है कि रेलवे को लाखों रुपये के क्लेम देने पड़ते हैं। हम लोग राय देते हैं कि रेलवे केस नहीं जीतेगा, फिर भी विभाग नहीं मानता और तीन, चार पौइंट्स पीले कागज़ पर लिख देता है कि प्लीज नोट दीज़ पौइंट्स। यह होता इसी कारण से है कि आपके लीगल डिपार्टमेंट में कोई इंटरेस्ट नहीं लेता जिसकी वजह से 90 परसेंट क्लेम्स के केसेज़ में विभाग के खिलाफ़ डिक्री होती है। अगर लीगल डिपार्टमेंट में एक्सपर्ट्स को रखा जाय तो वह ठीक सलाह देंगे जिससे खर्चा भी कम होगा और जो बेकार की अपीलें दायर करायी जाती हैं उनमें भी कमी हो सकती है। कारण हो या न हो, केस हार जाने पर विभाग पहली अपील और जरूरत पड़े तो दूसरी अपील भी करता है। पूरा आफ़िस का आफ़िस अपील करने में इंटरेस्टेड रहता है जब कि मालूम है कि केस हमारे खिलाफ़ जायगा। कम्पेनसेशन के केसेज़ में 90 परसेंट आपके खिलाफ़ डिक्री होती है।

अधिक न कह कर मैं फिर अपनी बातों को दोहराना चाहता हूं। मैंने पाली (मारवाड़) के बारे में जो कहा है मंत्री जी को उस बारे में देखना चाहिये। रेलवे विभाग मानता है कि बात उचित है, फिर भी उस पर अमल नहीं होता है। बरसात आयेगी और फिर दो, तीन सो कच्चे मकान लोगों के बरसात में ढह जायेंगे। और अगर हम लाइन को ऊंचा करते हैं तो पुलिस आ जाती है।

सड़क पर कोल टार बिछा कर कार पार्किन्ग और इक्कों के लिये सुरक्षित कर दिया जाय तो काफी सुविधा लोगों को हो जायगी। साथ ही स्टेशन के चारों तरफ जो गंदगी है उसको साफ़ कराने का उचित प्रबन्ध कराया जाय। आप उस एरिया को फ़ैन्स करा दीजिये तो अपने आप गंदगी कम हो जायगी। आप कहते हैं कि जनतंत्र है, लेकिन आप हमारी सही बात को भी मानने को तैयार नहीं हैं। तो कैसे काम चलेगा। आपको हम लोगों की बात पर सोच विचार करना चाहिये इसीलिये मैंने इन बातों की तरफ़ मंत्री महोदय का ध्यान दिलाया है।

श्री मोहम्मद ताहिर (पूर्णिया): जनाब चेयरमेन साहब, मैं बहुत मुख्तसरन अल्फ़ाज़ में दो, चार बातें रेलवे मिनिस्ट्री से कह देना चाहता हूं।

पहली बात तो यह है कि रेलवे लाइन के बारे में बहुत मांग हमारे मुल्क में है। लेकिन, मैं यह अर्ज करूंगा कि रेलवे लाइन बनाने में या ब्राडगेज करने में सबसे पहले नेशनल इम्पोर्टेन्स का ख्याल रखना चाहिये। मसलन आप देखिये कि दिल्ली से अगर आसाम जाना चाहें तो कोई डायरेक्ट ट्रेन नहीं है। हम जब आसाम मेल से जाते हैं तो बरौनी में रुकना पड़ता है और फिर वहां से मीटरगेज शुरू होती है। यह बहुत इम्पोर्टेन्ट रूट है। आसाम बौर्डर पर है, वहां न जाने कब कैसी जरूरत पड़ जाय। उसके लिए हमें हमेशा तैयार रहना चाहिए। इसलिए मैं कहूंगा कि कम से कम बरौनी से बारसोई तक ब्रौड गेज होनी चाहिए। कटिहार से बारसोई तक ब्रौड गेज हो चुकी है। अब बरौनी से कटिहार तक ब्रौड गेज हो जानी चाहिए। अगर कटिहार तक ब्रौड गेज कर दें तो काफी काम हो जायगा। बरौनी से कटिहार तक आप को ब्राड गेज लाइन करनी चाहिए। अगर आपको नेशनल इम्पार्टेन्स

का खयाल है तो जल्द से जल्द इस काम को करने की जरूरत है ।

दूसरी बात मुझे यह अर्ज करनी है कि पूर्णिया टाउन में पूर्णिया जंक्शन के पास नेशनल हाईवे पर रेलवे लाइन क्रास करती है । वहां एक ओवर-ब्रिज होना जरूरी है । एक तो यह एक नेशनल हाईवे है दूसरे यह कि नेशनल हाईवे पर रेलवे लाइन से चौथाई मिल के फासले पर सब से बड़ी मार्केट गुलाबबाग है । जहां पर बहुत सा गल्ला और जूट वगैरह का काम होता है और बहुत ही कंजेस्टेड एरिया है । किसी किसी वक्त पर तो वहां इस तरह से गाड़ियों का ढेर हो जाता है कि निकलने में मुश्किल हो जाती है । कभी आपको पूर्णिया जाने का मौका मिले तो आपको मैं उस रूट से पास कराने की कोशिश करूंगा तब आपको मालूम होगा कि वहां कितनी देर तक ठहरना पड़ता है । इसलिये अगर वहां पर ओवरब्रिज बना दिया जाये तो बहुत आसानी हो जायेगी ।

तीसरी बात मैं यह अर्ज करना चाहता हूं कि हमारे नार्दर्न रेलवे के जनरल मैनेजर ने एक सर्कुलर इश्यू किया है जिसके मुताबिक इस्लामिक इंस्टिट्यूशन्स के जो स्टूडेंट्स हैं उनको जो रेलवे कंसेशन एक जमाने से मिलता था उसको वापस ले लिया गया है । अगर आपको सर्कुलर की कापी चाहिए तो मैं दे सकता हूं । मुरादाबाद, सहारनपुर, अमरोहा, लखनऊ, देवबन्द वगैरह में जो इस तरह के मदरसे हैं वह वर्ल्ड फेम के इन्स्टिट्यूशन्स हैं और वहां पर काफी फारेन कंट्रीज के लोग आया करते हैं । वहां के लिये नार्दर्न रेलवे अब वह कंसेशन देने के लिए तैयार नहीं है । उनका कहना है कि यह मदरसे रिकग्नाइज्ड नहीं है । चूंकि वह अनरिकग्नाइज्ड हैं इसलिये उनको यह कंसेशन नहीं दिया जा सकता । मैं कहना चाहता हूं कि इतने दिनों तक यह कंसेशन इन मदरसों को आप देते रहे हैं इसलिये रिकग्नाइज्ड होने या न होने का सवाल नहीं है । यह कांस्टिट्यूशनल-राइट है मुसलमानों का कि वह इस तरह के इन्स्टिट्यूशन्स कायम करें और उन्होंने ऐसा किया । पहले भी इन मदरसों के लड़कों को यह कंसेशन मिला करता था । आपने वादा किया है अपने एलेक्शन मैनिफेस्टो में कि जो कान्स्टिट्यूशनल राइट्स हैं उनको आप मेनटेन करेंगे । लेकिन अफसोस मालूम होता है कि आपके जनरल मैनेजर ने इस किस्म का सर्कुलर निकाला दिया कि उनको कंसेशन नहीं दिया जायेगा । आज इन मदरसों में हजारों लड़के पढ़ते हैं । मैं गुजारिश करूंगा कि मेहरबानी करके जनरल मैनेजर ने जो सर्कुलर इश्यू किया है उसको वह वापस ले लें ।

इन चन्द अलफाज के साथ मैं इन डिमान्ड्स को सपोर्ट करता हूं ।

[شری محمد طاہر (پورنیا) جناب چیرمین صاحب- مختصر الفاظ میں دو چار باتیں ریلوے منسٹری کے بارے میں کہ دینا چاہتا ہوں-

پہلی بات تو یہہ ہے کہ ریلوے لائین کے بارے میں بہت مانگ ہمارے ملک میں ہے - لیکن میں یہ عرض کرونگا کہ ریلوے لائین بنانے میں یا براڑگیز کرنے میں سب سے پہلے نیشنل امپورٹینس کا خیال رکھنا چاہیے- مثلاً آپ دیکھئے کہ دھلی سے اگر آسام جانا چاہیں تو کوئی ڈایریکٹ ٹرین نہیں ہے- ہم جب آسام میل سے جاتے ہیں تو برونی میں رکنا پڑتا ہے- اوو پھر وہاں سے مٹروگیز شروع ہوتی ہے- یہ بہت ہی امپورٹینٹ روٹ ہے- آسام بارڈر پر ہے- وہاں نہ جانے کل کیسی ضرورت پڑجائے- اس کے لیئے ہمیں ہمیشہ تیار رہنا چاہیئے - اس لیئے میں کہونگا کہ کم سے کم بیرونی سے بارسوئی تک براڑگیز ہونی چاہیئے- کٹیہار سے بارسوئی تک براڑگیز ہو چکی ہے- اب برونی سے کٹیہار تک براڑگیز ہوجانی چاہیئے- اگر کٹیہار تک براڑگیز کر دیں تو کافی کام ہو جائے گا- بیرونی سے کٹیہار تک آپکو براڑگیز لائین کرنی چاہیئے اگر اپ کو نیشنل امپورٹینس کا خیال ہے تو جلد سے جلد اس کام کو کرنے کی ضرورت ہے-

ویکنسائزز ہونے یا نہ ہونے کا سوال نہیں ہے - یہ کانسٹیٹیوشنل رائیٹ ہے مسلمانوں کا کہ وہ اسطرح کے انسٹی- ٹیوشنز قائم کریں اور انہوں نے ایسا کیا - پہلے بھی ان مدرسوں کے لڑکوں کو یہ کنسیشن ملا کرتا تھا - آپ نے وعدہ کیا ہے اپنے الیکشن مینیفیسٹو میں کہ جو کانسٹیٹیوشنل رائیٹس ہیں انکو آپ مینٹین کریںگے - لیکن افسوس - معلوم ہوتا ہے کہ آپ کے جنرل مینیجر نے اس قسم کا سرکیولر نکال دیا کہ انکو کنسیشن نہیں دیا جائیگا - آج ان مدرسوں میں ہزاروں لڑکے پڑھتے ہیں - میں گزارش کرونگا کہ مہربانی کرکے جنرل مینیجر نے جو سرکلر جاری کیا ہے اسکو اب واپس لے لیں -

ان چند الفاظ کے ساتھ میں ان ریمانڈرز کو سپورٹ کرتا ہوں -]

श्री आर० वी० बड़े (खरगोन) : सभापति महोदय, रेलवे बजट की जो डिमान्ड्स है उन पर मैंने तीन कट-मोशन दिये हैं । पहला यह है कि :

Failure to stop train running from Khandwa to Indore at Kodalyakhedi station where new platform is constructed.

खण्डवा से जो गाड़ी इन्दौर जाती है वहां की पब्लिक ने बहुत आन्दोलन किया कि कोडल्यखेड़ी पर प्लेटफार्म बनाया जाय तब वहां पर प्लेटफार्म बनाया गया, लेकिन वहां पर गाड़ी खड़ी नहीं होती है । इसके बारे में मध्य प्रदेश के शासन ने भी और वहाँ के एम एल ए ने भी काफी कोशिश की तो कहा कि **दि मैटर इज पेन्डिंग** । तीन महीने से मैटर पेन्डिंग है । मैं कहना चाहता हूं कि इस पेन्डिंग मामले को वहां से निकाल कर कम से कम उसको एक धक्का तो दें ताकि उसका कुछ फैसला हो सके ।

दूसरी बात मैंने यह कही है कि :

Conversion of Ajmer-Khandwa metre guage line into a broad guage.

[شری محمد طاہر -]

دوسری بات مجھے یہ عرض کرنی ہے کہ پورنیا ٹاؤن میں پورنیا جنکشن کے پاس نیشنل ہائی وے پر ریل وے لائین کروس کرتی ہے - وہاں ایک اوور برج ہونا چاہیئے - ایک تو یہ ایک نیشنل ہائی وے ہے - دوسرے یہ کہ نیشنل ہائی وے پر ریل وے لائن سے چوتھائی میل کے فاصلے پر سب سے بڑی مارکیٹ گلاب باغ ہے - جہاں پر بہت سارا غلہ اور جوٹ وغیرہ کا کام ہوتا ہے اور بہت ہی کنجسٹیڈ ایریا ہے - کسی کسی وقت پر تو وہاں اسطرح گاڑیوں کا ڈھیر ہوجاتا ہے کہ نکلنے میں مشکل ہوجاتی ہے - کبھی آپ کو پورنیا آنے کا موقع ملے تو میں آپ کو اس روٹ سے پاس کرانے کی کوشش کرونگا - تب آپکو معلوم ہوگا کہ وہاں کتنی دیر ٹھہرنا پڑتا ہے - اس لئے اگر وہاں پر اوور برج بنا دیا جائے تو بہت آسانی ہوجائیگی -

تیسری بات میں یہ عرض کرونگا کہ ہمارے نارتھ ریلوے کے جنرل مینیجر نے ایک سرکیولر جاری کیا ہے جس کے مطابق اسلامک انسٹیٹیوشنز کے جو اسٹوڈینٹ ہیں انکو جو ریلوے کنسیشن ایک زمانے میں سے ملتا تھا - اس کو واپس لے لیا گیا ہے - اگر آپکو سرکلر کی کاپی چاہیئے تو میں دے سکتا ہوں - مرادآباد - سہارنپور - امروہا - لکھنؤ - دیوبند وغیرہ میں جو اس طرح کے مدرسے ہیں وہ ورلڈ فیم کے انسٹی ٹیوٹس ہیں اور وہاں پر کافی فارین کنٹریز کے لوگ آیا کرتے ہیں - وہاں کے لئے نارتھ ریلوے اب وہ کنسیشن دینے کے لیئے تیار نہیں ہے - اسکا کہنا ہے کہ یہ مدرسے ریکگنائزڈ نہیں ہیں - کیونکہ وہ ان ریکگنائزڈ ہیں اس لیئے انکو یہ کنسیشن نہیں دیا جا سکتا - میں کہنا چاہتا ہوں کہ اتنے دنوں تک یہ کنسیشن ان مدرسوں کو آپ دیتے رہے ہیں - اسلیئے

उसका कारण यह है कि जितने भी मिलिटरी आफिसर्स दिल्ली से महू को जाते हैं उनको पहले रतलाम में चेन्ज करना पड़ता है। महू में मिलिटरी आफिसर्स का बड़ा भारी ट्रेनिंग सेन्टर है। दिल्ली से रतलाम जाने में तो करीब 12 घन्टे लगते हैं जो कि काफी लम्बा रास्ता है, लेकिन रतलाम से महू जाने के लिये कम से कम पाँच या छः घन्टे लगते हैं। रतलाम से महू तक गाड़ी घरड़ घरड़ कर के रोते रोते चलती है। आज खण्डवा तक ब्राड गेज है, रतलाम तक ब्राड गेज है। लेकिन बीच में जो बीस मील की लाइन है जिसको ब्रिटिश जमाने में आर० एम० आर० कहा करते थे वह वैसी की वैसी ही चल रही है। अगर यह ब्राड गेज हो जाये तो मिलिटरी की दृष्टि से बड़ा महत्वपूर्ण काम हो जाये और जनता को भी सुविधा हो जाये।

तीसरा कट-मोशन मैंने यह दिया है कि:

Failure to construct a new line from Khandwa to Dahod covering all Adivasi area West Nemad and Zabua.

हमारे मध्य प्रदेश में 56 लाख आदिवासी रहते हैं। उनका भला करने के वास्ते शासन ने नारा लगाया है। लेकिन मैं देखता हूं आदिवासी उनसे सब से अधिक नाराज हैं। कांग्रेस शासन से उनके नाराज होने का कारण यह है कि जो डेवेलपमेंट होता है जिसको व्हाइट एलिफेंट कहते हैं वह इन्दौर और बड़े बड़े शहरों में होता है। आदिवासियों वगैरह की जो झोपड़ियां थीं वह वैसी की वैसी कायम हैं। वेस्ट निमाड़ में खंडवा ईस्ट निमाड़ और वेस्ट निमाड़ में खरगोन, जहाँ से मैं आया हूं, वहां से झाबुआ तक कोई लाइन नहीं है। झाबुआ से वेस्टर्न रेलवे से दोहद तक बड़ी लाइन जाती है। अगर यह पूरा नर्मदा वैली का एरिया ब्राड गेज हो जाये तो वहां का काफी लाभ हो सकता है। वहां पर काटन ग्रोइंग एरिया है और ग्राउन्ड नट भी होता है। वहां पर 250 जिनिंग मिल्स और 250 तेल निकालने के कारखाने हैं। जब श्री शास्त्री रेलवे मिनिस्टर थे तब वह मध्य प्रदेश आये थे। हमने उस समय उनसे कहा था कि वहां पर रेलवे लाइन होनी चाहिये। उन्होंने कहा था कि हो जायेगी। लेकिन बाद में कह दिया कि इट इज़ नाट फीजिबल। जब भी हमारे यहां का कोई कैन्डिडेट चुनाव में खड़ा होता है तब रेलवे करवा देने का वादा करता है। जब वहां से पिछली बार माननीय श्री शशि भूषण आये थे, जिन्होंने मुझ को हराया था, तब उन्होंने नारा लगाया था कि इन्दिराजी से मेरे बहुत अच्छे सम्बन्ध हैं और मैं रेलवे लाइन वहां ले आऊंगा। चूंकि वह इन्दिरा जी के खास आदमी थे इसलिये जनता ने भी उन को वोट दिये। लेकिन पता नहीं पूरे पांच साल तक वहां रेलवे क्यों नहीं आ पाई। पहले वहां से श्री के० एल० खादीवाला थे, उन्होंने भी वही वादा किया था। जब भी कोई आदमी यहां आता है तब इसके लिये वादा कर के आता है, लेकिन वहां पर आज भी रेलवे लाइन नहीं है। परिणाम यह हुआ कि वह पूरा एरिया अनडेवेलप्ड है। यदि उस पिछड़े एरिया के लिये रेलवे लाइन दी जा सके तो मैं कहता हूं कि वह पूरा का पूरा एरिया डेवेलप हो जायेगा। इसके बारे में मैंने डा० राम सुभग सिंह से भी कहा था जब वह रेलवे मिनिस्टर थे। 1963 में भी उन्होंने कहा था कि अगर डिफेन्स की दृष्टि से वह महत्वपूर्ण होगी तब हम रेलवे लाइन देने के लिये तैयार हैं। डिफेन्स की दृष्टि से वह एरिया कैसा है यह मैंने उनको बतलाया कि जब बम्बई से रतलाम गाड़ी जाती है, दिल्ली को जाती है दूसरी गाड़ी बम्बई से खण्डवा जाती हैं तब यह क्रास लाइन हो जायेगी। इसलिये खण्डवा से दोहद तक लाइन होनी चाहिये। उन्होंने कहा कि उसका बार्डर के रूप में कोई महत्व नहीं है। हमको पहले बार्डर की रेलवे बनानी है। हम ने कहा कि कम से कम उनका सर्वे तो आप करा लें ताकि लोगों के मन में यह बात आ जाये कि वहां कभी न कभी रेलवे हो जायेगी। लेकिन वहां एक भी रेलवे लाइन नहीं बनी है।

मैं फ़िर मंत्री महोदय से कहना चाहता हूं कि बम्बई से जितना माल इन्दौर जाता है वह सब मोटर ट्रक से जाता है। हर पांच मिनट में एक मोटर ट्रक उधर से जाता है और हर पांच

[श्री आर० वी० बड़े]

मिनट पर एक ट्रक वापस जाता हैं। इस तरह पांच मिनट के अन्दर वहाँ से दो ट्रक पास होते है, इतना माल आया करता है। रेलवे लाइन न होने के कारण रेलवे विभाग को इतना लास होता है। इस तरफ उसको पूरा ध्यान देना जाहिये। वहाँ पर माल ढोने के लिये मोटर ट्रक और माल ट्रक ही असली कम्पिटीटर है। जब तक रेलवे लाइन का निर्माण नहीं होगा तब तक यह नुकसान रेलवे को होता रहेगा।

तीसरी बात मैं यह कहना चाहता हूं कि जगदलपुर में बस्तर आदिवासियों का एक बहुत बड़ा क्षेत्र है। वहाँ बेलाडीला है, दण्डकारण्य है, बेलाडीला को लोहा ले जाने के वास्ते विशाखापटनम् से जगदलपुर तक जापान की रेलवे है, जगदलपुर से रायपुर आने के वास्ते 184 मील का पूरा डिस्टेंस क्रास करना पड़ता है। अगर जगदलपुर से रेलवे हो जाय तो सारा गोंड आदिवासी एरिया डेवेलप हो जाये। जो आयरन जाता है विशाखापटनम् को वह 149 टनल्ज में से हो कर जाता है। जब जापान वालों को इस रास्ते से दूसरे माल को ले जाने के लिए कहा गया तो उन्होंने कहा कि दस साल तक हम लोग आयरन ले जाऐंगे उसके बाद देखेंगे। मैं आपसे कहूंगा कि आप जापान वालों पर प्रेशर डालें कि इस रेलवे लाइन का वह हमें भी उपयोग करने दें। इस लाइन को हमें भी इस्तेमाल करने की इजाजत होनी चाहिये।

माना कैम्प रायपुर के पास है। वहां से दंडकारण्य को भी जाते हैं। यदि रायपुर से जगदलपुर तक रेल हो जाए तो पूरा यह जो एरिया है यह डिवेलप हो जाएगा। मैं चाहता हूँ कि इस ओर आप ध्यान दें।

यदि आपको आदिवासियों का भला करना है तो आपको इस ओर ध्यान देना ही होगा। सब से ज्यादा संख्या में हिन्दुस्तान में अगर किसी प्रान्त में आदिवासी हैं तो वे मध्य प्रदेश में ही हैं। मैं आप से पूछना चाहता हूँ कि आपने अभी तक आदिवासी क्षेत्रों में कहां कहां रेलवे लाइनों का निर्माण किया है? यदि आपका उत्तर यह हो कि आपने नहीं किया है तो मैं चाहता हूँ कि आप सबसे पहले मध्य प्रदेश में खंडवा से दोहद तक रेलवे लाइन का निर्माण करें ताकि जो पिछड़ा हुआ आदिवासी एरिया है, वह डेवेलप हो सके।

श्रीमती सहोदरा बाई राय (सागर) : सभापति महोदय, कई बार रेलवे मंत्रालय से मध्यप्रदेश के बारे में कहा गया है लेकिन हमारी कोई सुनवाई नहीं हुई है। उत्कल गाड़ी जो दिल्ली से उस तरफ जाती है उड़ीसा में वह गाड़ी सागर होकर जाती है। यह गाड़ी आठ दिन में दो बार चलती है। इस गाड़ी को रोजाना किया जाए। इस गाड़ी का रोजाना जाना बहुत जरूरी है। वहां पब्लिक बहुत है और कोई गाड़ी ऐसी नहीं है जो एक्सप्रेस हो। उत्कल गाड़ी जो दिल्ली से चले वह सीधे सागर होकर उड़ीसा जाए और वह प्रति दिन चलनी चाहिये। दो गाड़ियां उधर से आएं और दो ही गाड़ियां इधर से जाएं। आठ दिन में इसको चलाना न चलाने के बराबर है।

सागर और दमोह के बीच में मकरोनिया स्टेशन है। वहां यूनिवर्सिटी खुली हुई है। कई देशों के लड़के वहां पढ़ने के लिए आते हैं। वहां ओवर ब्रिज नहीं है जिसके कारण प्रतिदिन एक्सीडेंट हो जाते हैं। इसलिए वहां ओवर ब्रिज का बनना बहुत जरूरी है। कई बार इसके बारे में प्रार्थना की गई है लेकिन कोई सुनवाई नहीं हुई।

दमोह में पथरिया फाटक में भी कोई ओवर ब्रिज नहीं है। इस कारण से वहां भी प्रति दिन एक्सीडेंट होते हैं। वहां भी ओवर ब्रिज का होना बहुत जरूरी है।

कई बार रेलवे मिनिस्टर से प्रार्थना की गई है कि सागर से सायागढ़ और पन्ना रीवा तक गाड़ी होनी चाहिये। इस के न होने से बड़ी तकलीफ होती है। बरसात के जो चार महीने होते हैं, तब मोटरों का आवागमन बिल्कुल बन्द हो जाता है और लोगों को बड़ी तकलीफ होती है।

इस गाड़ी का होना बहुत जरूरी है । जनता को बड़ी तकलीफ है । इसके होने से जनता को सुविधा हो जाएगी ।

हमने यह भी प्रार्थना की थी कि सागर से बड़ी देवरी और बरमान से करेली स्टेशन को मिला दिया जाए । वहां बिल्कुल लाइन नहीं है । कई बार मिनिस्टर से प्रार्थना इसके बारे में की गई है लेकिन कोई सुनवाई नहीं हुई है । नर्बदा तथा दूसरी बड़ी बड़ी नदियां बीच में पड़ती है और बरसात की वजह से चार महीने जनता को बड़ी तकलीफ रहती है । इसलिए वहां इस लाइन का बिछाया जाना बहुत जरूरी है । दूसरी जगहों पर तो दस दस लाइनें दे दी जाती है लेकिन जो बैक्वर्ड एरियाज़ हैं, उनका बिल्कुल खयाल नहीं किया जाता है । सागर से सायागढ़ और छतरपुर को पन्ना लाइन से मिलाना बहुत जरूरी है । मैं प्रार्थना करती हूं कि इस ओर आप अवश्य ध्यान दें । वहां अगर रेलवे लाइन खोली जाए तो हमें सुविधा हो जाएगी, जनता को सुविधा हो जाएगी ।

बीना से कोटा जाने वाली लाइन पर बीच में गेट नं० 8 सेमरखेड़ी बीना मूंगावली के बीच में चौकी स्टेशन है । रात को वहां यात्री उतरते हैं । वह डाकू ग्रस्त क्षेत्र है । वह स्टेशन बन्द पड़ा है । उसको खोल दिया जाए और वहां टिकट मिल जाया करें । रेल में ही टिकट दिये जाते हैं स्टेशन बनाया जाये आगासोद ग्राम के पास ।

सागर से दमोह जब जाते हैं तो रास्ते में डांगीडार स्टेशन बना हुआ है । वह बन्द पड़ा है । उसको चालू कर दें । वहां जनता को बड़ी तकलीफ होती है ।

और भी इस तरह की बहुत सी छोटी छोटी बातें हैं जिन की तरफ आपका ध्यान जाना चाहिये । गरीबों को नौकरी मिलनी चाहिये । उनको मान्यता मिलनी चाहिये । वे बेचारे मारे मारे फिरते हैं । उच्च जाति के लोग कोई सुनवाई नहीं करते हैं । छोटी छोटी जगहों पर नौकरियों में इन गरीब लोगों को जरूर भरती किया जाना चाहिये । अफ़सर उन लोगों से महीना दो महीना काम कराते हैं और फिर उनको भगा देते हैं । उनको पक्की नौकरी नहीं दी जाती है । रेलवे सरकार का सब से बड़ा डिपार्टमेंट है । इसलिए हरिजनों और आदिवासियों को उसमें ज्यादा से ज्यादा नौकरियाँ दी जानी चाहिए, ताकि वे गरीब लोग अपना निर्वाह कर सकें और देश की बेकारी की समस्या दूर हो ।

मैं आशा करती हूँ कि मैंने जो सुझाव दिये हैं, मंत्री महोदय उन पर विचार करेंगे और उन को अमल में लायेंगे ।

श्री मुल्की राज सैनी (देहरादून) : सभापति महोदय, में कोई बहुत बड़ी बात कहने के लिए खड़ा नहीं हआ हूँ । मैं न कोई लाइन बनावाने की बात कहना चाहता हूँ और न कोई स्टेशन । जो बात रेलवे मिनिस्टर की बजट स्पीच के पैराग्राफ़ 45 में कही गई थी, मैं उस को याद दिलाना चाहता हूँ । उस में यह कहा गया कि हिदुस्तान के सब रेलवे स्टेशनों पर पीने के पानी का इन्तज़ाम कर दिया गया है । मैंने मिनिस्टर महोदय को एक नोट दिया कि क्या देहरादून के दो स्टेशनों, हर्राबाला और रायबाला जंक्शन, पर पीने के पानी का कोई इन्तज़ाम हुआ है । वहां से यह जवाब आया कि वहां पर टंकियाँ लगी हैं, पाइप लाइन बिछी हुई हैं, हम ने देहरादून नगरपालिका से पानी लेने की कोशिश की थी, लेकिन अब उस ने इन्कार कर दिया है, हम दूसरी एजेन्सी से बात कर रहे हैं, अब वहां पर पानी का प्रबन्ध हो जायेगा । एक तरफ़ मंत्री महोदय कहते हैं कि हम सब स्टेशनों पर पानी का इन्तजाम कर चुके हैं और इन स्टेशनों के बारे में कहा जाता है कि हम इन्तजाम करेंगे ।

रायबाला जंक्शन की खास पोज़ीशन है । वह टिम्बर का बहुत बड़ा सैंटर है । वहां पर पहाड़ की लकड़ी का बहुत लदान होता है । वहां मिलिटरी की छावनी है और बहुत कर्मचारी रहते हैं । वहां टंकियां भी लगी हैं और पाइपलाइन भी बिछी हुई हैं, लेकिन पानी नहीं है । मुझे जो नोट मिला है, उस में कहा गया है कि

[श्री मुल्की राज सैनी]

पहले जो ट्यूबवेल लगाने की स्कीम थी, वह फेल हो चुकी है, अब एक दूसरी स्कीम बन रही है, जिस पर 83,000 रुपया खर्च होगा और उस के बाद पानी का इन्तज़ाम होगा ।

पीने के पानी की जो व्यवस्था इन दो स्टेशनों पर है, उस को देखते हुए हम मिनिस्टर महोदय की स्पीच के पैराग्राफ़ 45 में कही गई इस बात पर क्या एतबार करें कि सब स्टेशनों पर पानी का इन्तज़ाम हो चुका है ।

जब मैं यहां चुन कर आया, तो मैंने मिनिस्टर महोदय को एक नोट दिया, रायसी स्टेशन की कम्प्लेंट बुक में भी लिखा और सीधे रेलवे बोर्ड, बड़ौदा हाउस, को एप्लिकेशन भी भेजी, जिसमें उनका ध्यान रेलवे के टाइमिंग को सही करने की बात कही । कल 13 तारीख को मुझे इस बात का अमली तजुर्बा भी हुआ । मैं मुरादाबाद में पिछड़ा वर्ग संघ के एक जल्से में गया था । मुरादाबाद से आकर लक्सर के पास डोंसनी के एक गांव में एक जल्से में मुझे शरीक होना था । मुरादाबाद से वन–एम एच गाड़ी 6-30 पर हरिद्वार को जाती है । वह 6-35 पर चली । अगर उसका टाइम ठीक रहता, तो वह 11 बजे लक्सर पहुंच जाती, जहां से हम सहारनपुर जानेवाली गाड़ी को पकड़ सकते थे और इस तरह ठीक टाइम पर जल्से में पहुंच सकते थे । लेकिन वह गाड़ी 6-35 पर चलने के बाद रास्ते में इस रफतार से चली कि घंटा, सवा घंटा लेट हो गई और $12\frac{1}{4}$ बजे लक्सर पहुंची । सहारनपुर जाने वाली गाड़ी निकल चुकी थी । किस तरह हम जल्से में पहुंचे, वह एक अलग कहानी है । वहां कोई सवारी नहीं है, कोई तांगा नहीं है । सहारनपुर जाने वाले कई सौ मुसाफिर तीन-तीन घंटे तक लक्सर में पड़े रहे और उनको बहुत परेशानी हुई ।

टाइम को ठीक करने के बारे में दरख्वास्त दी जाती है, कम्प्लेंट बुक में लिखा जाता है और रेलवे बोर्ड को लिखा जाता है । उस सब के बाद यही तरीका रह गया है कि हिन्दुस्तान का जो सबसे बड़ा हाउस है, जिसमें माना जाता है कि लाखों लोगों के चुने हुए प्रतिनिधि आकर बैठते हैं, उसमें अपनी बात रखी जाय । यह समझा जाता है कि जो बात यहां कही जायेगी, वह मानी जायेगी । लेकिन हम देखते हैं कि यहां पर हम लोगों के द्वारा जो बात उठाई जाती है, वह लेमेन, साधारण नागरिकों, की बात समझी जाती है । हमारे मिनिस्टर महोदय उस वक्त तक जनता के होते हैं, जब तक कि जनता उनको वोट देती है । जब जनता का प्रतिनिधि उनको लोगों के दुख-दर्द की बात कहता है, क्योंकि लोग हमारे पास कमेटियों और जल्सों में आते हैं, तो हमारी बात को एक लेमेन की बात समझ कर उड़ा दिया जाता है । हमें मिलने तक का समय नहीं मिलता है । एम० पीज० के साथ स्टेपमदरली ट्रीटमेंट होता है । उनकी बात पर कोई तवज्जुह नहीं दी जाती है ।

सहारनपुर से दिल्ली तक एस० एस० लाइट रेलवे चलती थी । वह दो साल से बन्द है । यहां पर श्री रामचन्द्र विकल ने हाउस में इस प्रश्न को उठाया । मैंने भी इस बीच में इस सवाल को रखा । मैंने खुद अपना निजी नोट मंत्री महोदय को भेजा, विकल जी ने भेजा । और कई एक एम पीज ने भेजा । लेकिन एक ही जवाब आता है कि वह लाइन तो प्राफिटेबल नहीं है । उस पर नुकसान होता है । अगर सिर्फ यही सिद्धांत है तो 33 करोड़ का घाटा रेलवे पर हो रहा है, फिर तो सारी रेलों को बन्द कर देना चाहिए क्योंकि घाटे पर चलाने का सिद्धांत तो आपका है ही नहीं । वास्तव में देखना यह था कि जिस वक्त यह रेलवे लाइन बन्द हुई थी उस वक्त घाटा क्यों हो रहा था । हमने निवेदन किया कि जो मार्टिन एंड बर्न कम्पनी है उसका हेड आफिस कलकत्ते में था । उस पर 45 परसेंट आमदनी खर्च हुआ करती थी । अब सरकार उसको चलाने की बात करेगी तो वह खर्च कम किया जा सकता है या खत्म किया जा सकता है । दूसरी बात यह कही कि जिस वक्त वह लाइन बन्द हुई थी उस वक्त और आज के हालात में

कितनी तब्दीलियां हो गई हैं। सवारियों को देख लीजिए, मंडियां इस तरफ कितनी डेवलप हो गई हैं ? रामपुर और नानौता चावल की बहुत बड़ी मंडी बन गई है। शामली है, बड़ौत है, लूनी है यह तमाम गुड़ और शक्कर की मंडियां बन गई हैं। दूध वाले बहुत काफी दूध लाते हैं। दिल्ली के कर्मचारी हजारों की तादाद में इधर से उधर आते जाते हैं। लेकिन पता नहीं, रेलवे बोर्ड है कि बात है या किसकी बात है, रेड टेपिज्म इस दर्जे तक तगड़ा हो गया है कि किसी बात के ऊपर कोई ध्यान ही नहीं देता। हम लोगों को रेलों में जगह तक नहीं मिलती है। जो सीट्स की बात है उसमें भी कितनी दिक्कतें होती हैं। आज नीचे से लेकर ऊपर तक ऐसा तरीका हो गया है कि हम लोग जो चुने हुए नुमाइन्दे हैं, हमारी इज्जत खतरे में पड़ी हुई है, हमारी लोकप्रियता खतरे में पड़ी हुई है। हम जो वादे करते हैं उनको निभाना कठिन हो गया है। तो इस एस० एस० लाइट रेलवे को मंत्री महोदय किसी तरह भी देखें, यह नुकसान का सौदा नहीं है, यह मुनाफे की लाइन है। अगर वह इसका तजुर्बा करना चाहें तो एक दिन बस में बैठ कर दिल्ली से सहारनपुर चले जायें। उनको रास्ते में देखने को मिलेगा कि कितनी कितनी सवारियाँ कितने कितने घंटों से इंतजार में खड़ी रहती है, गर्मी, सर्दी, बरसात कुछ भी हो, सारी तकलीफें उठा कर इंतजार में खड़ी रहती हैं, बच्चे बिलबिलाते हैं, औरतों के लिए बस वाले कह देते हैं कि जगह नहीं है, यह रास्ते में परेशान करेंगी, उनको लेते नहीं, इस तरह उनको बसों में जगह नहीं मिलती। तो यह छोटी छोटी इन्तजामिया चीजों को सुधारने में भी हम लोगों को दिक्कतें होती हैं जिसमें पैसा भी खर्च नहीं होता तो फिर और क्या आशा की जा सकती है ? लेकिन फिर भी आशा करनी होती है और मैं अपने मंत्री महोदय से यह निवेदन करता हूं कि इन छोटी-छोटी समस्याओं के ऊपर वह विचार करें। इनको दूर कर देने से जनता को सुख और सुविधाएं मिलेंगी। सुख सुविधाओं की बातों पर राजनीति बदल जाया करती है। इन शब्दों के साथ मैं पुनः निवेदन करता हूं कि वह इन छोटी-छोटी बातों का इंतजाम करें और जनता को सहूलियतें पहुंचाएं।

SHRI M. SUDARSANAM (Narasaraopet): Mr. Chairman, Sir, while supporting the Demands for Grants of the Railway Ministry I would like to make a few observations for their consideration.

Unfortunately, efficiency in the working of the railways has not come up to the level. Some good thinking is essential for this, and unless we improve efficiency, the railways cannot really maintain good budget.

There is a lot of theft going on in the railways and this must be remedied at once. Again, there is overtime wage payment to most of the employees, and this should also be avoided to a great extent.

Then, to meet the social obligations, the railways have to put up new lines here and there. For investment on these new lines—when the lines are not remunerative—there should be no charge of interest on such investments from the Government. I think this will really go a long way to reduce the loss burden of the railways.

Again, to meet the social obligations, the railways will have to do a lot, even for food supplies. Food supplied by the railways, is to a great extent, good. It is cheaper when compared to the outside hotels. Subsidisation also is essential in certain areas. I compliment the railways on the working of the Rajdhani Express. It is really excellent. We should think of running some more Rajdhani Expresses between Madras and Delhi, and between Bombay and Delhi. I hope the minister will consider it in the near future.

16.56 hrs.

[SHRI SEZHIYAN *in the Chair*]

Whenever there are some political agitations, railways become the victims and they have to incur a heavy losses. This should be compensated by the Government to reduce the burden on the railways.

I am sorry to say that branch lines get step-motherly treatment from the Railway Board. Even the recommendations of the zonal committees are not carried out. Even

[Shri Sudarsanam]

discussions with the General Manager and even with the Minister, who is the Chairman during such discussions, are not of much help so far as branch lines are concerned. There is no drinking water at Vinukonda, a station on Guntur-Guntakal line. I have made complaints to the Divisional Superintendent and written letters to the General Manager about it. In this hot weather, if there is no drinking water, you can imagine the hardship of the passengers. A well has to be erected there. You have got the technical equipment. Even this small thing is not done. I request the minister to look into it.

We have sunk Rs. 170 crores into the Nagarjunasagar project. One million acres have come under irrigation and several million acres more will come under irrigation when the canals are ready. There will be big produce which will have to be carried to various markets in Madras, Hydrabad, Bombay and Delhi. But we have only got a MG line which is not suitable for carrying this heavy traffic. Therefore, the line from Guntur to Macherla should be converted into BG. This is most urgent.

The distance between Madras and Hyderabad has to be reduced, so far as railways are concerned. Also, the large accumulation of goods and passenger traffic at Vijayawada has to be reduced. The Andhra Pradesh Government also has made representations to the Government of India. A survey has been completed for putting up a new line from Nadikudi to Babynagar. It is a short distance of about 100 KM. The cost is not much, but this will reduce the distance from Madras to Hyderabad by about 100 KM. This will make it economic for the railways to carry goods and passengers from Madras to Hyderabad and also to Bombay by this route. This line must be given top priority. I think the Andhra Chief Minister has also written to the Railway Minister about it. It must be taken up in the current plan itself.

Short distance traffic in goods and passengers is neglected by railways. It is not correct. There is competition from road transport for short distance traffic. I am sure the Railway Board will consider it.

Since you are about to ring the bell, I conclude, by complimenting the Railway Board for the good work they have done. Still they have to do a lot, I am sure they will look into all these things.

MR. CHAIRMAN: Hon. Members way now move their cut motions.

SHRI SAROJ MUKHERJEE (Katwa): I beg to move:

"That the demand under the head Working Expenses—Administration be reduced by Rs. 2,00,00,000.

[Economy by limiting the highest ceiling of pay to be drawn by any officer to Rs. 1200/- only (1)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure in implementing the programme of dieselisation of Burdwan-Katwa and Katwa-Ahmedpur narrow gauge saction pending their conversion into broad guage. (9)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure in converting the B. K. and A. K. railways into broad guage lines. (10)]

"That the Demand under the head Open Line Works-Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure of erecting an overbridge on Baldel Barharwa railway line just near the Katwa station. (11)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to erect an overbridge on the level-crossing near Guptipara on Bandel-Katwa line in Eastern Railway. (12)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Falure of the authorities to electrify the Bandel-Katwa section of Eastern Railway. (13)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure of railway police authorities to stop theft in running trains in Bandel-Katwa section of Eastern Railway. (14)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Callousness of the authorities in regard to the incident when an armed gang pounced on the passengers including women and children on 15-4-1971, near Katwa railway station in a train running from Bandel to Katwa in Eastern Railway. (15)]

"That the Demand under the Head Railway Board be reduced to Rs .1."

[Maintaining the Railway Board which is the root cause of corruption in the entire system of railways and of utter mismanagement. (16)]

DR. RANEN SEN (Barasat): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to increase the number of trains in the Ranaghat-Bangaon section of Sealdah Division of E. Railway. (17)]

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to cut out wasteful expenditure in the Administration. (18)]

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to arrange drinking water supply through persons on the majority of stations in the Bangaon section of Sealdah Division of Eastern Railway. (19)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to build a halt station at Monoharpur village which is midway between Chandpara and Bangaon stations in the Bangaon section of the Sealdah Division of E. Railway. (20)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to build a halt station at a suitable site at Kazipara three miles away from Barasat station in the Bangaon section of Sealdah Division. (21)]

SHRI SAROJ MUKHERJEE: I beg to move:

"That the demand under the head Working Expenses—Administration be reduced to Re. 1."

[Disapproval of the proposal to enhance the third class passenger fares. (25)].

"That the demand under the head Working Expenses-Administration be reduced to Re. 1."

[Failure in re-installing the victimised railway employees including class IV workers. (26)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure to keep sound labour relations and help the employees and class III and IV workers to discharge their responsibilities by quickly redressing their grievances and settling disputes. (27)]

"That the demand under the head Working Expenses—Administration be reduced by Rs. 100."

[Lack of passenger amenities although the expenditure under the head has increased from Rs. 2.4 crores to Rs. 4 crores. (28)]

"That the demand under the head Working Expenses—Administration be reduced by Rs. 100."

[Failure of running the trains punctually in Bandel-Katwa line in E. Railway. (29)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Shri Saroj Mukherjee]

[Failure of the authorities to mamtain punctuality in running of trains and wrongly putting the blame for it on the railway employees. (30)]

"That the demand under the head Working Expenses-Rapairs and Maintenance be reduced by Rs. 100."

[Failure in checking regular and widespread theft of railway properties in spite of spending a huge sum of money for keeping guards and railway police (31)]

"That the demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure of the authorities concerned to repairs lights, fans, windows, latrines, benches etc., in about all the trains running to Bandel-Katwa line on Eastern Railway. (32)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of giving welfare facilities to the railway employees in general and class IV workers in particular. (33)]

DR. RANEN SEN: I beg to move:

"That the demand under the head Construction of New Lines be reduced to Re. 1."

[Failure to double the line from Dum Dum junction to Bongaon in the Sealdah Division of the Eastern Railway. (34)]

"That the demand under the head Construction of New Lines be reduced to Re. 1."

[Failure to increase the number of trains in the Bongaon section of the Sealdah Division of the Eastern Railway. (35)]

SHRI SAROJ MUKHERJEE: I beg to move:

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced to Re. 1."

[Non-absorption of the 11,000 casual labour of the Kharagpur Division of S. E. Railway where the number of existing vacancies is more than 4,000 (class IV). (36)]

"That the demand under the head Open line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced to Re. 1."

[Deteriorating state of affairs so far as passenger amenities are concerned. (37)]

SHRI B. K. MODAK (Hooghly): I beg to move:

"That the demand under the head Construction of New Lines be reduced to Re. 1."

[Failure to open a direct railway link connecting Santragachi with Bankura *via* Khanakul-Kamarpuknor in Arambagh sub-division in Hooghly District (W.B.) in Eastern Railway. (129)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to install double line in Tarakeswar section in Eastern Railway. (130)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced to Re. 1."

[Failure to nationalise Howrah-Amtalight Railway in West Bengal. 134)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to remodel Bandel railway station of Eastern Railway. (135)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to introduce more trains in Bandel-Naibati section of Eastern Railway. (137)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need for the electrification of Bandel-Katwa section of Eastern Railway. (138)].

SHRI SAROJ MUKHERJEE: I beg to move:

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure of providing the railway staff with adequate quarters with amenties of water, light, lavatory etc. at various stations particularly in Katwa in the Bandel-Katwa section of Eastern Railway. (139)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure in running the Railway Institute which is being used as godowns and which is not given under the control of the local staff. (140)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to provide double lines in Bandel-katwa section of Eastern railway for smooth running of trains and that in increased numbers to solve the problem of highly congested traffic in this line. (141)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure in taking up the programme for immediate electrification upto Tribeni in Bandel-Katwa section (E. Railway) pending its extension upto Katwa. (142)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure in remodelling the Katwa railway station in E. Railway where hundreds of III class passengers face great difficulty while waiting for the trains in absence of adequate waiting rooms and other amenities on the platform. (143)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure in remodelling the Ambika-Kalna railway station in E. Railway, where there is no arrangement for amenities for the passengers. (144)]

SHRI MANORANJAN HAZRA (Arambagh): I beg to move:

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to withdraw victimisation of the railway workers of Dhanbad, Eastern Railway (145)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to reinstate retrenched casual workers of the Railway Electrification Department, Bilaspur, South Eastern Railway.(146)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to take action against the Home Guard officials who lathi charged upon the demonstrating workers at Bilaspur on April, 8. 1971, without any warning and injured about 30 employees including several women. (147)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need of immediate stoppage of wrong recruitment of Class IV staff in different departments in N.F. Railway, Katihar. (148)]

[Shri Manoranjan Hazra]

"That the demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to abolish contract system in coal and ash handling in Railway.(149)]

"That the demand under the head Working Expenses-Operating Staff be reduced by Rs. 100."

[Need to declare as permanent all the workers, who are working in coal handling under the contractors for 5 to 20 years. (150)]

"That the demand under the head Working expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to grant project allowance to the Railway employees in Garhara (Barauni) Eastern Railway though the same demand was conceded to other Government employees. (151)]

"That the demand under the head Working Expenses-Staff Welfare be recuced by Rs. 100."

[Failure of the Government to concede the demands of the Loco Running Staff of the Railways that they should be given 8 hours' duty at a stretch on any day. (152)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to make a thorough overhaul in the structure of emoluments of the Loco-Running Staff of the Railways which was suggested by the Railway Board as far back as 1946, but not implemented in the past two decades. (153)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need for the introduction of 48 hours' work in a week with a weekly leave and minimum wage of Rs. 180 p.m. for the railway workers. (154)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to reinstate 120 casual workers at Dornakal Loco Shed, South Central Railway who were retrenched illegally by the authorities in August, 1969. (169)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to take action against the authorities of the South Central Railways who retrenched a worker posted at Chimalpadu Station, South Central Railway violating the Industrial Dispute Act of 1947. (170)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to reinstate a worker posted at Chimalpadu station, South Central Railway who was retrenched by the authorities in an illegal manner. (171)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Government to reinstate the victimised Loco Running Staff of the North Frontier Railway, North-Eastern Railway, Eastern Railway, Southern Railway, Souther-Eastern Railway and South Central Railway. (172)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to take action against the authorities of the South Central Railways, Secunderabad who violated the Industrial Disputes Act of 1947, by retrenching 120 casual workers at Dornakal Loco Shed, South Central Railways in August 1969 without issuing them any 'Termination notice' stating the cause and without paying 'Retrenchment Compensation.' (174)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to pay the provident fund assets of a person for the service he rendered from 1930 to 1947 in Guntakal district of the then S. M. S. Railway. (175)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to introduce a 48 hours week with a weekly holiday for the casual workers who are engaged in the loading and unloading of coal on Railways. (176)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to grant a minimum wage of Rs. 120 per month to the casual workers engaged in the loading and unloading of coal on Railways. (177)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to grant medical facilities and leave to the casual workers engaged in loading and unloading of coal on Railways. (178)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to treat the casual workers engaged in the loading and unloading of coal on Railways as regular railway employees (179)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to take action against the authorities who did not grant temporary status to the workers of Dornakal Loco Shed, South Central Railway who had 90 days or 3 months continuous service and thus violated the Industrial Disputes Act of 1947 and the Railway rules. (180)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to take action against the authorities who engaged workers at Dornakal Loco Shed, South Central Railway on casual rates where the work is of permanent nature and thus refuted the repeated promise of the Government on the floor of the House that workers would not be engaged on casual rates except when the nature of the work is purely casual or seasonal. (181)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to make a thorough overhaul in the rules for running (mileage) allowance of the Loco Running Staff of the Railways in consultation with their representatives. (182)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to grant recognition to the Loco Running Staff Association so that the problems of the Loco Running Staff of the Indian Railways may be considered with a different approach. (183)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of the Government to grant the officiating allowance to the basic fitters working at Dornakal Loco Shed, South Central Railway. (184)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Retrenchment of the casual workers in connection with the project at Andul-Calcutta chord link project. (185)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure of the Government to nationalize all Ligh Railways run by the private managements. (186)]

[Shri Manoranjan Hazra]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure of the Government to absorb the employees of the Closed Light Railways in different sections of the Indian Railways. (187)]

SHRI R. V. BADE (Khargone): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stop train running from Khandwa to Indore at Kodalyakhedi station where new platform is constructed. (213)]

"That the demand under the head Construction of New Line be reduced by Rs. 100."

[Conversion of Ajmer-Khandwa metre guage line into a broad gauge. (220)]

"That the demand under the head Construction of New Line be reduced by Rs. 100."

[Failure to construct a new line from Khandwa to Dahod covering all Adivasi area West Nemad and Jhabua. (221)]

SHRI DASARATHA DEB (Tripura East): I beg to move:

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to construct new railway line from Dharmanagar to Agartala in Tripura. (235)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to undertake survey works to construct new rail line from Agartala to Subroom in Tripura. (236)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to give first priority in opening new railway lines in North-Eastern region i.e., Assam, Tripura, Manipura and NEFA. (237)]

SHRI P. K. DEO (Kalabaudi): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to construct the Cuttack-Paradeep Railway line according to the Schedule. (243)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to sanctioning the Talcher-Bimalagarh-Koira Valley Railway line in the State of Orissa. (244)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Expediting the construction of the Railway overbridge near Kesinga railway station in South Eastern Railway. (245)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of immediate construction of Amagura-Lanjigarh railway line in the Dandakaranya area of South Eastern Railway. (246)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have a composite first and third class Railway bogie from Titalagarh to Bhubaneswar and vice versa. (247)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend the Bombay-Nagpur Express to Visakhapatnam and to be named East Coast West Coast Express connecting the Naval Headquarters. (248)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend the Madras-Tata Express to Howrah. (249)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to expand the shed on the platform at Kesinga Station, South Eastern Railway. (250)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have a second platform at Kesinga Railway Station towards Kesinga town. (251)]

SHRI RAMAVATAR SHASTRI (Patna): I beg to move:

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Unsatisfactory working of the Railway Board. (Railway Board is responsible for all the ills in the Indian Railways.) (289)]

"That the Demand under the Head Railway Board be reduced to Re. 1.

[Corrupt practices encouraged by Railway Board. (290)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in paying adequate attention to provide facilities for passengers of all classes. (291)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to check thefts in the Railways. (292)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Bureaucratic policy encouraged by the Railway Board.(293)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Anti-labour policy of the Railway Board. (294)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in checking losses incurred by Railways. (295)]

"That the Demand under the Head Railways Board be reduced to Re. 1."

[Losses suffered by the Railways due to unsatisfactory working of the Railway Board. (Railway Board is responsible for the losses.) (296)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in giving project allowance to railway workers. (297)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in regularising the workers employed as substitutes. (298)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in withdrawing saloons from railways. (299)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in checking widespread corruption prevalent in railways. (300)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in granting recognition to the categorywise unions (departmental) in railways (301)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in adopting secret voting system for granting recognition to the Unions. (302)]

"That the Demand under the Head Railway Board be reduced to Re 1."

[Failure in abolishing Railway Board. (303)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Wasteful expenditure on Railway Board.(304)]

SHRI B. K. MODAK: I beg to move:

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to remodel Railway quarters for Class IV staff at Bandel (E.R.) (305)]

[Shri B. K. Modak]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to maintain rest givers and leave reserve staff in Howrah Division as per Board's order. (306)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to stop excess realisation of rent for non-standard quarters as specified by the Railway Board. (307)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to open a Maternity ward for railwaymen's families at Bandel (E.R.) (308)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to stop unnecessary harassment of the staff in the Divisional Medical Officer's Office (Howrah) in the name of eye-sight test. (309)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to give city allowance to Railway men at Bandel (E. Railway) as it is junction station with important octroi station. (310)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to treat the T. T. E. as running staff. (311)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to absorb immediately railway staff of Howrah-Amla Light Railway. (312)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to treat Loco-shed as factory and the necessity to introduce Factories Act. (313)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to decrease workload of the Gangmen due to heavy nature of train movement for electrification. (314)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to fill up the vacancies in different categories and new recruitment to be started. (315)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need of treating the contractor's labour of coal handling and unloading in the Loco-shed in the Railways as Railway-men. (316)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in cancelling the suspension orders in respect of nine railway workers of Dhanbad. (317)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in condoning the break in service of railway employees of Dhanbad. (318)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in acceding to the demands submitted by the Divisional Employees Coordination Committee of Dhanbad Division. (319)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Rampant corruption in Railways by sending coal in wagons in place of stone chips from Tetulmari, Sijua, Pradhan Khunta, Sindri railway stations. (320)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run the Delhi-Saharanpur, Arrah-Sahasram, Phatuha Islampur and Bangal Light railways by Government. (321)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in absorbing the workers of Light railways in the Indian railways (322)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to cancel the orders effecting break in the service of Barauni-Gadhara railway employees. (323)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to withdraw the cases instituted against the Barauni-Gadhara railway employees. (324)]

"That the Demand under the Head Railway Broad be reduced by Rs. 100."

[Failure in sanctioning project allowance to Barauni-Gadhara railway employees. (325)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in adjusting the strike period of 33 days in respect of Barauni-Gadhara railway employees into leave. (326)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in giving project allowance to employees of Farakka, Khajuria, Hatia (Ranchi), Mokameh, Mokameh Ghat, Begusarai, Nangal (Punjab and Koraput. (327)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to cancel the suspension orders in respect of Gadhara Barauni railway employees. (328)]

SHRI THA KIRUTTINAN (Sivaganja): I beg to move:

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish Railway Board. (340)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to set up Regional Boards or Corporations. (341)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide more powers to Zonal Managers. (342)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to ask the Central Pay Commission to submit a separate report for Railway employees who constitute 50 per cent of the Central Government employees. (343)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the percentage of class IV khalasis at G.S.D. Madras to be absorbed to the Perampur shops in Southern Railways. (344)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give up the proposal of shifting of stores depot at Nagappattinam to Golden Rock and Tanjore loco shed to some other place in Southern Railway. (345)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to stop practice of engaging educated mechanical khalasis in the loco sheds of Southern Railway in the place of clerical staff. (346)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to implement the Board's order No. P.C. 62/P.S.-5/SS/1, dated 27th September, 1963 and fix the pay in the scale Rs. 60-130(old) for store and tool keepers of E.W.S./Arkonam Southern Railway from the date of promotion. (347)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Shri T. Kiruttinan]

[Failure of the S. Railway administration to implement the Board's order No. P.C.-60/P.S.5/CEI/Pt. dated 14th August, 1961 and allot the authorised pay scale of Rs. 150-5-175-6-205-E.B.-7-290 to mistries of the Civil Engineering Department, from the date of the order. (348)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to make proportionate increase in the number of dressers and senior dressers in Perambur Hospital due to increase in the number od DMOs, AMOs, and nurses. (349)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to allot 8 hours duty instead of 12 hours duty to the cooks working in the Perambur Railway Hospital in Southern Railway. (350)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to promote the cooks in the place of those who were reverted on punishment in Perambur Railway Hospital. (351)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to give night duty allowance to R.P.F. staff (352)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to hear the grievances of the railway employees and settle their disputes. (353)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Unnecessary over-recruitment of class I and II officers. (354)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to absorb the substitute labourers working in the railways. (355)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to fill up the existing vacancies in the railways. (356)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to absorb casual labourers. (357)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Victimisation of Railway Employees Progressive Union members in Trichy Division of Southern Railway. (358)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to stop the unnecessary transfers of Railway Employees Progressive Union members to far away places in Southern Railway.(359)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Issue of improper orders of transfer among the staff of Tirunelveli P. W. 3 section without adhering to the principles of registration for transfers and for promotion. (360)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Need to fill up the long standing vacancies in the posts of highly skilled, semi-skilled and initial recruitment grades in the Loco Shed at Tirunelveli in the Southern Railway. (361)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to provide adequate number of pointsmen in the Yards at Trichy and other places of Southern Railway.(362)]

"That the Demand under the Head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide buildings for General Stores Department, Madras in Southern Railway. (363)]

"That the Demand under the Head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure to construct roads inside the G. S. D. Madras (364)]

"That the Demand under the Head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Fallure to provide pipeline drinking water facilities inside the G.S.D. Madras. (365)]

"That the Demand under the Head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide good building for canteen at G.S.D. Madras. (366)]

"That the demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide manning of unmanned level crossing near Valantharavai on Ramnad Rameswaram sections in Southern Railway. (367)]

"That the demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide an unmanned level crossing near Pappankulam between Tiruppuvanam and Tiruppachethy on Madurai-Manamadurai section in Southern Railway. (368)]

"That the demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Need to provide platform shed at Ramanathapuram Railway Station in Southern Railway. (369)]

"That the demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Need to have proper maintenance of feeder road to Ramanathapuram Railway Station (370)]

"That the demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Need to construct an over-bridge on newly constructed bye-pass road of N. H. 49 near Manmaduarai. (371)]

"That the demand under the head Working Expenses-Operating Staff be reduced by Rs. 100."

[Failure to stop the reduction of commercial clerks in Southern Railway (372)]

"That the demand under the head Working Expenses-Operating Staff be reduced by Rs. 100."

[Failure to restore the surrendered posts of commercial clerks in the name of economy in Southern Railway.(373)]

"That the demand under the head Working Expenses-Operating Staff be reduced by Rs. 100."

[Failure to give due promotion to the commercial clerks even after their twenty years of service. (374)]

"That the demand under the head Working Expenses-Operating Staff be reduced by Rs. 100."

[Failure to concede the grievances of T.T.Es. (375)]

"That the demand under the head Working Expenses-Operating Staff be reduced by Rs. 100."

[Stagnation in the promotions of station masters and assistant station masters in Southern Railway (376)]

"That the demand under the head Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Failure to bring uniform price policy for coal. (377)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to stop the collection of electrical installation charges for the railway quarters in Southern Railway since the installation charges are also included with the valuation of the building and the rent is fixed according to the value of the building. (378)]

[Shri T. Kiruttinan]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to implement the incentive scheme properly. (379)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to appoint an ENT specialist at Trichy Railway Hospital. (380)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to construct sufficient quarters for employees in Southern Railway in general and at Manmadurai in particular. (381)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to appoint a lady doctor at Manmadurai Railway Health unit along with male doctor. (382)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Unofficial admission of the patients from G.H. and Stanely Hospital Madras in Perambur Railway Hospital without making any entry and without realising any charge. (383)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to provide female sweeper in the Female TB ward at Perambur Railway Hospital. (384)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to appoint more sweepers since number of quarters are coming up at Perambur area in Southern Railway. (385)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Change in designation of sweepers in Southern Railway as Sanitary cleaners as they are designated at I.C.F. (386)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to utilise the amount of Rs. 10,000/- sanctioned for construction of tiffin shed at Perambur Railway Hospital (387)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to make a thorough study of leave reserve position of each category and to make arrangements to provide statutory leave reserve. (388)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to allow the class IV employees working at Gudur in Southern Railway to stay in the huts erected by them in the railway premises by collecting nominal rent till such time they are provided with quarters. (389)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to provide protected water supply to the Railway colonies in Southern Railway at those towns where protected water is supplied by Municipalities, Corporations and Panchayats. (390)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to raise the number of recoveries of festival advances to Southern Railway employees to ten instead of five instalments at present. (391)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to chart out a roster for loco running staff with train links for a minimum distance of 100 K.M. and also enforcing a rest for 8 hours at

out-stations and rest for 24 hours at the Headquarters. (392)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Difficulty in getting casual leaves of class IV employees in Southern Railway with particular reference to the staff of Perambur Railway Hospital. (393)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to give theatre allowance to the theatre staff and X-ray technicians who are booked on call duty as is given in other Government hospitals (394)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to supply winter clothing to catering employees working in G.T., and Southern Express trains of Southern Railway. (395)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to give monetary benefits of H. R. A. and C. C. A. to Railway employees at Tambaram in Southern Railway which is declared contiguous to Madras city in terms of G.O. of Government of Tamil Nadu. (396)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to give "Break-down Allowance" to the Engineering and Medical staff who are deputed for duty on break-down specials as is extended to those Mechanical and Electrical staff. (397)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to promote the class IV employees in GSD Madras to class III on completion of five years service without any written test and training. (398)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure of Southern Railway Administration to change the two week's continuous night duty roster of the artisans of train lighting department of Madras Central, into one week night duty roster. (399)]

"That the demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Denial of legitimate weekly rest to yard staff. (400)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Failure to open a flag station near Sivaganga College on Sivaganga-Manamadurai section in Southern Railway (401)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Failure to open a flag station near Rajagamliram on Madurai-Manamadurai section. (402)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Failure to run a direct express train from Virudhu Nagar to Madras via Aruppukkattai-Manamadurai-Trichy and Chord. (403)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Failure to allot first class quota to Manamadurai junction in Southern Railway. (404)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to construct railway line between Tirunelveli and Cape Comerin in Southern Railway. (405)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Shri T. Kiruttinan]

[Failure to construct railway line between Trivandrum and Tuticorin *via* Nagercoil in Southern Railway. (406)]

"That the demand under the head Construction of new lines be reduced by Rs. 100."

[Failure to construct B. G. line between Karur, Dindigul, Madurai and Tuticorin in Southern Railway. (407)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to conduct survey to construct new railway line from Aranthanki, Thondi, Ramanathapuram to Tuticorin in Southern Railway. (408)]

"That the demand under the head Construction of new lines be reduced by Rs. 100."

[Failure to conduct survey to construct new railway line between Thondi, Tlayangudi, Manamadurai Kamuthi and Tuticorin in Southern Railway. (409)]

"That the demand under the head Construction of new lines be reduced by Rs. 100."

[Failure to conduct survey to construct new railway line between Madurai, Melur, Tiruppathur and Karaikudi in Sourthern Railway. (410)]

"That the demand under the head Construction of new lines be reduced by Rs. 100."

[Need to conduct survey to construct new railway line between Dindigul and Karaikudi in Southern Railway. (411)]

"That the demand under the head Construction of new lines be reduced by Rs. 100."

[Need to construct a new railway line between Tanjore and Pattukottai in Southern Railway. (412)]

"That the demand under the head Construction of new lines be reduced by Rs. 100."

[Need to conduct survey to construct a new railway line to Kottayam from Madurai in Southern Railway. (413)]

"That the demand under the head Open Line works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to execute the electrification work between Madras and Arokonam in Southern Railway. (414)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to execute the electrification work between Madras and Vijayawada in Southern Railway. (415)]

"That the demand under the head Open line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to extend the electrification upto Trichy in Southern Railway. (416)].

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to reopen the closed Nedungulam Railway Station on Sivaganga-Manamadurai line in Southern Railway. (417)]

DR. SARADISH ROY: I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to stop widespread theft of railway property specially on Howrah, Asansol and Sealdah divisions of Eastern Railway. (418)]

SHRI A. K. SAHA (Vishnupur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in running the trains to time as in the time table. (422)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Introduction of an Express train from Chakradharpur to Howrah *via* Adra, Kharagpur. (425)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to convert the Asansol-Puri passenger train to express train. (426)]

DR. SARADISH ROY: I beg to move:

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure to introduce an Express train between Suri and Howrah. (427)]

"That the demand under the head Working Expenses Repairs and Maintenance be reduced by Rs. 100."

[Failure in improving the railway stations on AK and BK section of E. Railway. (429)]

SHRI A. K. SAHA: I beg to move:

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Electrification of railway track in Adra-Kharagpur division including Bankua area. (433)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Replacement of narrow gauge by broad gauge in BDR rail which runs from Bankua to Raina. (434)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to construct a new Rail line from Tata to Durgapur *via* South Bankua district in West Bengal. (435)]

DR. SARADISH ROY: I beg to move:

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to erect an over-bridge near Suri (E. Rly.) station on Suri-Bulpur Road. (437)]

SHRI A. K. SAHA: I beg to move:

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to introduce shift-wise train between Burdwan and Asansol *via* Durgapur for workers of Durgapur and Asansol industrial centre. (455)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to extend Calcutta Suburban section from Burdwan to Asansol (456)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to construct double line track from Khana junction to Shebganj loop section of Eastern Railway. (457)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to construct a new B. G. line between Eklakhi and Balurghat. (458)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to convert into B.G. of Shantpur-Krishnanagar city-Nabadwip Ghat section. (459)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure of doubling of Dum Dum Jn.-Bongaon section upto Stabra. (460)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need for construction of a new line between Lokshmi Kamtapur and Namkhana *via* Kakdwip. (461)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development fund be reduced by Rs. 100."

[Need to construct an over-bridge at Bhedia and Bonpos stations. (462)]

[Shri A. K. Saha]

"That the demand under the Head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct the platform of Bhedia and Bonpos stations. (463)]

"That the demand under the Head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to construct a bridge between Jiaganj and Azimganj to connect Ranaghat-Lalgola section with the B.A.K. Loop. (464)]

"That the demand under the Head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need for extension of electrification and provision of diesel engines for B.A.K. Loop including re-modelling of Tribeni Station. (465)]

SHRI MANORANJAN HAZRA: I beg to move:

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to introduce more E.M.U. coaches in suburban section of E. Railway (474)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need for more proper security measures in trains running both long and short distance. (475)]

"That the demand under the Head Open Line Works be reduced by Rs. 100."

[Need for the electrification of Bandel-Katwa section of E. Railway (476)]

"That the demand under the Head Open Line works (Revenue) be reduced by Rs. 100."

[Need to reduce the fare of monthly tickets purchased by *bona fide* students. (477)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to issue monthly tickets to *bona fide* unemployed youths. (478)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to reduce the freight charges for the vendors travelling in suburban trains of Howrah-Bandel and Katwa section of E. Railway. (479)]

"That the demand under the Head Open Line Works (Revenue) be reudced by Rs. 100."

[Need to undertake the construction of a dispersal line from Dum Dum to Princep Ghat, Calcutta. (480)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to build a new broad gauge line in place of Howrah, Amta and Sheakhala line (481)]

"That the demand under the Head Open Line Works be reduced by Rs. 100."

[Need to recognise Chittaranjan Locomotive Workers Union. (482)]

"That the demand under the Head Open Line Works be reduced by Rs. 100."

[Need to lay an additional track from Baly to Serampure in Howrah-Bandel section of E. Railway. (483)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to remodel Bandel, Sheeraphuly and Konnagar sub-way. (484)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to construct an overbridge at Serampore G. T. Road Railway crossing. (485)]

SHRI RAMAVATAR SHATRI: I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a bridge across the Ganga to connect Ghazipur with the main railway line (Delhi-Howrah) for the development of Eastern Uttar Pradesh. (516)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pay the salary of the employees of Izatnagar on N. E. Railway so far the period of their suspension because of their participation in the token strike in 1968. (517)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting house rent allowance to the railway employees of Izatnagar on North Eastern Railway. (518)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run one more delux train from Delhi to Hawrah *via* Patna in a week. (519)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to open Rajendra Nagar Station of Ptana (Eastern Railway) (520)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in constructing a *pucca* overbridge at Meethapur near Patna.(521)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to set up the office of Railway Service Commission in Patna or Danapur. (522)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to open a Railway Booking Office and to construct a wooden overbridge for passengers in the southern part of Patna Junction Station, in view of the development and expansion of southern Patna. (523)]

"That the demand under the Head Working Expenses Repairs and Maintenance be reduced by Rs. 100."

[Failure to give hearing to the Permanent Way Inspectors and Asstt. P.W.Is of Sealdah, Asansol, and Howrah Divisions by the Chief Engineer and Divisional Supdt., Howrah when they called on for representing their difficulties on operational embarrassment. (547)]

"That the demand under the Heac Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to tie up the Heads of the Departments and Branch and Asstt. Officers by pin-pointing the responsibilities and incorporating these in the Genral Rule for the Engineering department in view of public safety. (548)]

"That the Demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to fix up the duty hours of Permanent Way Inspectors and Asstt. Permanent Way Inspectors who are at the disposal of the Railways for 24 hours. (549)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide facilities to the P.W.Is and A.P.W.Is to meet their social obligations in this age of civilization. (550)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to remove the difficulties of Gangmen. (551)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement recommendations No. 35 of E.B. Study Report No. 2/66 for phasing 104 numbers Divisional Permanent Way Depots. (552)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement recommendations No. 30 of E.B. Study Report 2/66

[Shri Ramavatar Shastri]

in fixing up the jurisdiction of Permanent Way Inspector and Asstt. Permanent Way Inspectors. (553)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement recommendation No. 23 of E.B. Study Report 2/66 for arranging reclamation Depots. (554)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to take action against Eastern Railwaymen's Congress officials, Howrah Branch following an incident of unlawful confinement of Permanent Way Inspector, Liluan and his staff. (555)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to dispose of an appeal of the Parmanent Way Inspector, Eastern Railway, Bamangachhi since 1968 by the Divisional Officers of Howrah, Eastern Railway. (556)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement para 105(i), (ii), (iii) and (iv) of Wanchoo Committee recommendations, *i.e.* to treat PWI's and APWIs as junior members of the management by restoring position and authority. (557)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement item 242/82, para 81 of Kunzru Committee regarding shortfall in supply of track materials resulting in sub-standard track specification. (558)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement item 242/113, para 161 of Kunzru Committee recommendation regarding early implementation of the proposal made at the Chief Engineers' Conference in 1962 that the PWIs beat should be about 40 miles and he should have 2 APWIs under him. (559)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement item 242/114 of Kunzru Committee recommendations regarding burden of responsibility for the custody and accounting of the stores on each PWI and recommend their relief needed. (560)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement the recommendations of Kunzru and Wanchoo Railway Accident Enquiry Committees in favour of the Permanent Way Inspectors and Assistant Permanent Way Inspectors on the Railways. (561)]

"That the demand under the Head Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to implement the recommendations of the Railway Efficiency Bureau Study Report in relieving the Permanent Way Inspectors of their stores burden. (562)]

SHRI C. JANARDHANAN (Trichur): I beg to move :

"That the demand under the Head Miscellaneous Expenditure be reduced to Re. 1."

[Failure to survey the line between Kuttippuram to Gumvayor. (579)]

"That the demand under the Head Miscellaneous Expenditure be reduced to Re. 1."

[Failure to survey the line between Tellichery and Mysore. (580)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct an overbridge at the railway crossing at Ollur Railway Station (Kerala). (584)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run an express train from Cochin to Mangalore in the morning. (585)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a fast train from Cochin to Madras in the morning. (586)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct an overbridge at Wadakkachey railway crossing. (587)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give adequate wages and other amenities to the licensed railway porters. (588)]

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to reduce the rent of Railway Retiring Rooms. (589)]

"That the demand under the Head Payments to Worked Lines and Others be reduced by Rs. 100."

[Failure of the Government to reconstruct Ollur railway station and improve the goods yard there. (590)]

"That the Demand under the Head Working Expenses—Administration be reduced by Rs. 100."

[Failure to make provision for a direct train from Calcutta to Cochin (591)].

"That the demand under the Head Working Expenses—Administration be reduced by Rs. 100."

[Failure to make provision for direct train from New Delhi to Cochin (592)].

"That the demand under the Head Working Expenses—Administration be reduced by Rs. 100."

[Failure to make provision for a direct train from Cochin to Bombay. (593)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand under the Head Working Expenses—Administration be reduced by Rs. 100."

[Need to withdraw the proposals for increasing 3rd class railway fare. (598)]

"That the demand under the Head Working Expenses—Administration be reduced by Rs. 100."

[Need to give more facilities and amenities to 3rd class railway passengers. (599)]

DR. LAXMINARAIN PANDEY (Mandsaur): I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct O.T. bridges near Jaora, Ratlam and Mandsaur stations in Ratlam Division. (609)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide proper amenities in the passengers waiting room and platform at Mandsaur in Ratlam Division. (610)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Inconvenience caused to passengers due to non-stoppage of all passenger trains (excluding mail trains at Haspura station) in Ratlam Division. (611)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Misappropriation of crores of rupees in the electrification of railway lines. (612)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to reinstate the retrenched workers of Railway Electrification Allahabad, even after withdrawal of court cases against them. (613)]

[Shri Ramavatar Shastri]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fulfil the assurance of the Railway Minister (Rail Mantri) about the retrenched workers of Railway electrification in Allahabad. (614)]

"That the demand under head Railway Board be reduced by Rs. 100."

[Anti-labour activities of Health Inspector, Sarai Rohilla, Delhi, Northern Railway. (615)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Misbehaviour with scavanging staff of Sarai Rohilla, Northern Railway, treating them like untouchables. (616)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply essential material to the scavanging staff of Sarai Rohilla Station, Northern Railway. (617)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a rest room at Danapur station on Eastern Railway (618)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need of widening the existing over-bridge at Danapur station on Eastern Railway. (619)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide more financial assistance to Khagaul (Danapur) Municipality. (620)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise platform of Neora station on Eastern Railway. (621)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct an over-bridge at Neora station on Eastern railway.(622)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to open a parcel office at Neora station on Eastern Railway. (623)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct sheds on both the platforms of Sadisopur, Neora, Phulwari-Shareef and Bankaghat railway stations on Eastern Railway. (624)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to rename the Patna junction station of Eastern Railway as Pataliputra. (625)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to change the name of Patna city station of Eastern Railway to Patna Saheb. (626)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a shed opposite the Taregna Station on Patna-Gaya line on Eastern Railway. (627)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a shed near the booking office of Taregana station on Eastern Railway. (628)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to build a I class waiting room at Taregana station on Patna-Gaya line. (629)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inadequate arrangement of drinking water at Parsa Bazar, Pothahi, Nadwan, Taregna stations on Patna-Gaya line. (630)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to raise the platforms of Parsa Bazar, Pothahi, Nadwan stations on Patna-Gaya line of Eastern Railway. (631)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Scarcity of drinking water at Bihta, Sadisopur and Neora stations of Eastern Railway. (632)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to accede to the five-point demand of Indian Railway Loco Mechanical Staff Association. (633)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check pilferage of brass from Jamalpur Railway workshop. (634)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Connivance of Railway officers in the thefts committed in Jamalpur railway workshop. (635)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the Indian Railways Permanent Way Inspectors and Assistant Permanent Way Inspectors Association. (636)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise all unrecognised unions. (637)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to enter into collective baragaining with unrecognised unions also as and when required. (638)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to get the electrification work done through the departmental R.B.O. instead of getting it done through contractor. (639)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to revoke the contracts already awarded for electrification work.(640)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to put an end to the loot being committed by contractors in the name of electrification. (641)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Railway Ministerial Staff Association. (642)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Running Staff Association. (643)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Carriage and Wagon Staff Council. (644)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Checking Staff Association. (645)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Guard Councul.(646)]

DR. LAXMINARAIN PANDEY: I beg to move:

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase the number of bogies of Ajmer-Khandwa railway train to meet the requirement of passengers. (647)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce a new railway train between Ajmer and Khandwa. (648)]

"That the demand under the Head Railway Board be reduced to Re. 1. "

[Delay in survey and construction of Indore-Dohad railway line. (649)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Dr. Laxminarain Pandey]

[Failure to provide proper facilities for passengers at Vikramgarh Alot station. (650)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce a new mail train between Ajmer and Khandwa. (651)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to expand Neemuch Loco Shed. (652)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide proper facilities for passengers travelling in III class compartments. (653)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to allow railway employees to join any union of their choice by providing for secret ballot system. (654)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct flag station between Jaora and Dhodhar railway stations in Ratlam Division. (655)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to convert Kachnara flag station in Ratlam Division into a halt station. (656)]

"That the demand under the Head Miscellaneous Expenditure be reduced to Re. 1."

[Failure to provide adequate financial help to the families of the employees killed in railway accidents. (657)]

"That the demand under the Head Miscellaneous Expanditure be reduced to Re. 1"

[Failure to check pilferage and theft of goods in Railways. (658)]

"That the demand under the Head Working Expanses—Administration be reduced to Re. 1."

[Increase in railway fares without providing adequate facilities. (659)]

"That the demand under the Head Working Expenses—Administration be reduced to Re. 1."

[Failure in removing the difficulties of the passengers caused by the difference of time taken by the respective trains (metre gauge and broad gauge) running to and fro Ratlam Division. (660)]

"That the demand under the Head Working Expenses—Administration be reduced to Re. 1."

[Failure in solving the problem of shortage of quarters for employees in Neemuch , Mandsaur, Ratlam and Jaora (Western Railway, Ratlam Division). (661)]

"That the demand under the Head Working Expenses—Administration be reduced to Re. 1."

[Failure in deploying adequate number of attendants in first class compartments in passenger trains. (662)]

"That the demand under the Head Working Expenses—Administration be reduced to Re. 1."

[Failure to check theft of goods on Railways. (663)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand under the Head Working Expenses—Operating Staff be reduced by Rs. 100."

[Failure in acceding to the demands of Signals and Tele-Communication employees. (664)]

"That the demand under the Head Working Expenses—Operating Staff be reduced by Rs. 100."

[Attaching obsolete engines with passenger trains. (665)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to supply coal to railways as provided under the rules. (666)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Pilferage and wastage of coal. (667)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Need to procure coal for railways only from N.C.D.C. instead of purchasing it from private coal mine owners. (668)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to accede to the demands of electrical workers. (669)]

DR. LAXMINARAIN PANDEY: I beg to move:

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to make lighting arrangements in railway compartments particularly in third class compartments. (670)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to run electric trains between Bhopal and Ratlam despite availability of sufficient power in M.P. (671)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to make proper arrangements for primary education for the children of railway employees working at Mandsaur, Neemuch, Suwasara, Nagada, Khachrod and Jaora stations in Ratlam Division. (672)]

"That the demand under the Head Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to make new recruitment of employees in required number in all the categories in Ratlam Division for Jaora, Mandsaur, Neemuch and Ratlam. (673)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand under the Head Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Failure to give adequate compensation to employees and others involved in railway accidents. (674)]

"That the demand under the Head Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Supply of low quality meals in departmental canteens. (675)]

"That the demand under the Head Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Failure to do away with private canteens in Railways. (676)]

"That the demand under the Head Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Need to close down private canteen being run at Etawah Railway Station on the charge of supply of sub-standard meals and need to run a departmental canteen there. (677)]

"That the demand under the Head Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Need to abolish the system of running private canteens and to start departmental ones at Katihar Station . (678)]

"That the demand under the Head Working Expenses—Staff Welfare be reduced by Rs. 100."

[Delay in disbursing tuition fee amounts for the children of railway employees. (679)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the Northern Railway Workers Union. (686)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise Norther Eastern Railway Majdoor Sabha. (687)]

[Shri Ramavatar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognised All India Railway Employee's Federation. (688)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise All India Station Masters' Association. (689)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the Indian Railway Loco-Mechanical Staff Association. (690)]

"That the demand under the head Working Expenses—Administration be reduced by Rs. 100."

[Need to fix eight hour-duty for all categories of staff in all the railways. (691)]

"That the demand under the head Working Expenses Staff Welfare be reduced by Rs. 100."

[Need to open a high school at Samstipur on North Eastern Railway. (692)]

"That the demand under the head Working Expenses—Appropriation to Depreciation Reserve Fund be reduced by Rs. 100."

[Irregularities in the payment of pension. (693)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Failure to provide quarters to all railway employees. (694)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Inadequacy of fans in railway quarters (695)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Unsatisfactory arrangements of accommodation for class IV staff. (696)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Unsatisfactory arrangements for medical treatment of railway employees (697)].

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to conduct survey for the construction of a new railway line from Bihta to Jahanabad *via* Bikram, Paliganj, Arwal and Kurtha. (698)]

["That the demand under the head Miscellenous Expenditure be reduced by Rs. 100."

(Need to conduct survey for constructing a new railway line from Jahanabad to Rajgeer *via* Islampur. (699)].

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to conduct a surgey for constructing a railway line along the canal from Danapur to Dehri-on-Sone. (700)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Unsatisfactory functioning of the C.B.I. (701)]

"That the demand under the head Working Expenses—Administration be reduced by Rs. 100."

[Failure to eradicate corruption rampant in Railway Administration. (702)]

"That the demand under the head Working Expenses—Administration be reduced by Rs. 100."

[Failure to accede to the demands of the All India Ministerial Staff Association. (703)]

"That the demand under the head Working Expenses—Administration be reduced by Rs. 100."

[Need to halt the Ranchi Express at Taregna (Masawehi) station after Jahanabad on Patna-Gaya line. (704)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to run a train from Patna to Dhanbad in the morning. (705)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to run a direct train from Patna to Dhanbad. (706)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to halt the South Express at Patna city Station. (707)]

"That the demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to check ticketless travelling on Patna-Gaya line. (708)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Unsatisfactory water and lighting arrangements on the passenger trains running on Patna-Gaya line. (709)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure to run trains in time. (710)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure to check theft of bulbs, fans and other articles from trains. (711)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Failure to remove the difficulties of Class III and Class IV railway employees. (712)]

"That the demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Unsatisfactory sanitation arrangements at Danapur and Patna junction stations. (713)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to run direct passenger train or Shuttle train from Barauni to Mothal Sarai. (714)]

"That the demand under the head Working Expenses-Administration be reduced by Rs. 100."

[Need to run a train on Patna -Gaya line of Eastern Railway halting at all stations and arriving at Patna at 6 A.M. (715)]

DR. LAXMINARAIN PANDEY: I beg to move:

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to provide proper and adequate sheds at railway platforms at Jaora, Mandsaur and Neemuch stations. (716)]

"That the Demand under the Head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to provide residential accommodation to the employees working at the headquarters of Ratlam Division. (717)]

"That the Demand under the Head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Delay in providing facilities to the passengers at almost all the stations In Ratlam Division. (718)]

"That the Demand under the Head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to make adequate lighting arrangements at all the railway platforms in Ratlam Division. (719)]

[Shri Laxminarain Pandey]

"That the Demand under the Head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Delay in the development and remodelling of Ajmer-Khandwa line. (720)]

"That the Demand under the Head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to provide adequate facilities (*e.g.*, shed, *pacca* platform, telephone etc.) at goods train sheds at Jaora, Mandsaur and Neemuch Railway Stations in Ratlam Division. (721)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Non-payment of benefits recommended by the Second Pay Commission. (731)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide gate-men at the railway crossing many places in Vikramgarh, Alot, Ratlam and Mandsaur of the Western Railway. (732)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Delay in introducing one more train on Delhi-Hyderabad metre gauge line. (733)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of separate and proper class III waiting rooms for ladies at Mandsaur, Neemuch and Jaora stations of Ratlam Division. (734)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce one more passenger train between Delhi and Bombay, (735)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Delay in checking the incidents of looting and thefts in trains.(736)]

"That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to provide adequate medical facilities to class III and class IV employees. (737)]

"That the Demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in the confirmation of class III and class IV employees working in Ratlam Division for a very long time. (738)]

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for proper railway waiting rooms at Mandsaur and Neemuch in Ratlam Division. (739)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to remove the shortage of employees at Shamgarh, Suwasra, Jaora, Mandsaur and Neemuch in Ratlam Division keeping in view the work load there. (740)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Delay in providing diesel engines at the broad guage and metre gauge lines in Ratlam Division. (741)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to increase the opportunties of departmental promotions for railway employees by reducing the percentage of direct recruitment to the barest minimum. (742)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to remove the shortage of employees despite heavy work load at Jaora, Mandsaur and Neemuch in Ratlam Division. (743)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Delay in providing a railway out-agency between Sawasra (Ratlam Division) and Sitamau (District Mandsaur) (744)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Delay in providing a railway out-agency between Jaora and Piplauda of Ratlam Division. (745)].

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to construct new railway stations between Ratlam and Ajmer in Ratlam Division. (746)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to provide for the stoppage of Dehradun Express at Bangrod (Ratlam division). (747)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Delay in introducing new coaches for class III passengers. (748)]

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure to remove discontentment among the passengers resulting from the delay in attaching one bogie from Ratlam in each of the Delhi-Bombay trains keeping in view the convenience of the passengers travelling between Ratlam and Delhi. (749)]

"That the Demand under the Head Working Expenses-Operating Staff be reduced by Rs. 100."

[Failure to remove the shortage of conductors in Mail and Express trains in Ratlam Division. (750)]

"That the Demand under the Head Working Expenses-Operating Staff be reduced by Rs. 100."

[Delay in bringing about necessary improvements at the railway station between Ratlam and Ajmer in Ratlam Division. (751)]

"That the Demand under the head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to form Staff Association for the Loco-shed staff Ratlam Division. (752)]

"That the Demand under the Head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to reduce the duty hours of Loco-shed employees at Ratlam and Neemuch in Ratlam Division. (753)]

"That the Demand under the Head Working Expenses-Staff Welfare be reduced by Rs. 100."

[Delay in the appointment of specialists in the railway hospitals in Ratlam and Neemuch in Ratlam Division. (754)]

SHRI C. K. CHANDRAPPAN (Tellicherry): I beg to move:

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct an overbridge at Tellichery town over National Highway 47. (770)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to build two railway overbridges at Edakkad (Cannanore District-Kerala) over National Highway 47. 771)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run an extra Express train from Cochin to Mangalore in the morning. (772)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run an Express train from Cochin to Madras in the morning. (773)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a direct train from Cochin

[Shri C. K. Chandrappan]

to Bombay with three Mangalore bogies attached. (774)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run direct trains from Cochin to Delhi and Cochin to Calcutta with three bogies attahed from Mangalore with each train. (775)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay double rail line between Cochin Harbour Terminous and Coimbatore. (776)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a new railway line between Cape Comorin and Trivandrum. (777)]

"That the Demand under the Head Construction of New Lines be reduced to Re. 1."

[Need to build a new railway line from Tellichery to Mysore. (778)]

"That the Demand under the Head Construction of New Lines be reduced to Re. 1."

[Need to build a new railway line from Cochin to Quilon *via* Alleppy. (779)].

SHRI MOHAMMAD TAHIR (Purnea): I beg to move:

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Withdrawal of concession facilities to Islamic institution. (780)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for construction of over-bridge near Purnea Junction on National Highway. (785)]

"That the Demand under the Head Construction of New Lines be reduced by Rs. 100."

[Need for construction of broad gauge line from Barauni to Barsoi in N. E. & N. F. Railway. (790)]

SHRI C. JANARDHANAN: I beg to move:

"That the Demand under the Head Payments to Worked Lines and others be reduced by Rs. 100."

[Failure to provide a rest room for railway porters in the new Trichur station building under construction. (793)]

SHRI P. M. MEHTA (Bhavnagar): I beg to move:

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Reduction of administrative expenses. (801)].

"That the Demand under the Head Working Expenses-Administration be reduced by Rs. 100."

[Failure of the Western Railway authorities to confirm employees with long service in the Control Room in Bhavnagar Division. (802)]

"That the Demand under the Head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure in proper maintenance of Carrieages and Wagons. (803)]

"That the Demand under the head Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure in providing Electrical Services. (804)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to afford protection to train examiners and other railway staff from being manhandled and assaulted by public and miscreant railway staff. (834)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop drainage of money for maintaining the upper class tourist

cars in Eastern Railway which are seldom used by public but mainly used by the Railway Officers. (835)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to arrest theft of brake gear fittings of conventional and box in wagons from colliery sidings of Bengal and Bihar coal fields in S. E. and Eastern Railways and the sidings of industrial establishments around Naihati, Bandel, Howrah, Monnagar in E. Railway. (836)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to arrest wagon breakings in Chitpur Yard though some wagon breakers are believed to be living in the railway quarters of Chitpur. (837)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Indifferent attitude of Divisional Mechanical Engineer (Carriage & Wagon) Sealdah Division in giving promotion to highly skilled artisans in the posts lying vacant. (840)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Provoking carriage and wagon class IV and artisan staff of Eastern Railway in resorting to stoppage of work in September, 70 by denying equal opportunities of promotion to higher grades at par with the staff of Mechanical workshops. (841)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Denial of adequate number of posts of carriage and wagon Inspectors in the grade of Rs. 450-575 in Eastern, North-East Frontier and Western Railways as per ratio prevailing in South-Eastern Railway. (842)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Discriminatory treatment meted out to the train examiners grade 'D'—Rs. 180-240 in all the railways appointed or promoted on 2-4-66 or after, though these train examiners were and are doing the same duties with equal responsibilities as those train examiners appointed or promoted on 1-4-66 or before. (843)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Injustice done to senior train examiners of all the Indian Railways by denying arrear wages of promotion to the grade of Rs. 205-280 for the period from 1-4-66 to 1-7-70 though the arrear wages have been paid to the junior pensonnel of the same grade. (844)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to merge the train examiner's grade of Rs. 180-240 in the grade of Rs. 205-280 as per promise of the Chairman Railway Board and also per promise of Railway Board to the representatives of Railway Men's Federation on 18th and 19th August, 1970 while train examiners were launching work-per rule campaign. (845)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Indifferent attitude of Divisional Mechanical Engineers (Carriage & Wagon) of Eastern Railway Sealdah and Asansol Divisions in giving legitimate promotion to class IV staff of Carriage and Wagon Department against the existing vacancies. (846)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide ceilings to station offices, cabins and staff quarters.(890)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide wooden or cemented Jhaffries in the verandahs and expanded metal protection in the windows of staff quarters. (891)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide electricity including ceiling fans in staff quarters where electricity is locally available. (892)]

[Shri Ramavatar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide staff lavatories attached to station offices and cabins. (893)]

SHRI C. K. CHANDRAPPAN: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Ignoring Kerala in the matter of construction of new railway lines. (895)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Question that out of the total amount of Rs. 3191 crores spent by the Railways during the three plans, Kerala got only Rs. 5.5 crores while Rs. 215 crores was its due share according to its population. (896)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Relatively smaller mileage of railway lines in Kerala, as according to the ratio of railway and population the All India average is 10.915 kilometres per one lakh population, while in Kerala it is only one third of this All India average. (897)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Ignoring Kerala in the matter of constructing Central Workshops, store depots and headquarters. (898)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Depriving Kerala of new railway lines from where the Railways are getting proportionately higher revenue from passenger and goods traffic, while unecomonic lines are being constructed in other parts of India. (899)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run more express trains in Kerala between important cities. (900)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to set up a new railway divisional office either at Quilon or at Trivandrum in Kerala. (901)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to build a new and bigger railway station at Quilon and another at Ernakulam junction. (902)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct bigger railway hospitals at Ernakulam, Quilon, Olavakko, Cannanore, Kozhikode, Trichur and Kottayam. (903)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to build a diesel loco-shed in Kerala. (904)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to electrify the Eranakulam-Quilon-Trivandrum section. (905)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to co-ordinate the running of trains in Kerala in Olavakkot and Madurai Divisions and to avoid difficulties now faced by passangers at Ernakulam due to lack of cooperation and coordination between the two divisions. (906)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to build a new railway line connecting Guruvayoor and Trichur in Kerala. (907)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Need to build a new line from Pulaloor to Kayangulam in Kerala. (908)]

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of remodelling old quarters ensuring two roomed quarters for all. (909)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of convening joint meetings of all the unions working in the Railways to discuss the problem of theft, workers-management relations and other urgent matters relating to Railways. (910)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide proper facilities for children's education and recreation at way side stations i.e. subsidised hostel one in each Division and children's park at all stations. (911)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to supply quarters to all Station Masters and Assistant Station Masters. (912)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of adequate supply of water in staff quarters at way side stations by using mini pumps in station wells.(913)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of proper medical facilities including supply of costly medicines at way side stations. (914)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to classify the category of checking staff as running staff. (915)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide special facilities to the postal employees in the R.M.S. Vans. (916)]

"That the demand under the head Railway Board be rebuced by Rs. 100."

[Need to extend financial assistance to Samastipur College by Railway Board in view of the fact that a large number of wards of railway employees are studying in the said college. (917)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a broad guage line from Samstipur to Darbhanga keeping in view the importance of military air-port in Darbhanga. (918)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a stoppage of Janta Expresses going towards east at Gulzarbagh station on Eastern Railway. (919)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to meet the justified demands of train clerks and to remove their difficulties. (920)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to open promotions for trains clerks in commercial department and to fix a percentage thereof. (921)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of redesignating train clerks as vehicle movement controllers in accordance with the nature of their work. (922)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving public holidays to the railway employees. (923)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to promote railway accounts clerks grade II to higher grades by virtue of seniority. (924)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to abolish App. II-A examination of accounts clerks and allow them to appear to App. III-A examination direct. (925)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to promote accounts clerks grade II upto the rank of sub-head

[Shri Rrmavatar Shastri]

(scale Rs. 210-380) on the basis of seniority and when vacancies occur in the higher grade. (926)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to determine principles of wage determination keeping in view the decisions of the 15th Labour Conference 1957 for the Station Masters and Assistant Station Masters. (927)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to classification of services for the Station Masters and Assiatant Station Masters. (928)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take remedial measures to eliminate human failure in the context of railway accidents. (929)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give special pay to all railway employees. (930)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to fix pay in new scales vis-a-vis weightage of service already rendered by Station Masters and Assistant Station Masters and other railway employees. (931)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to allow all unions working on the railway to appear before the Third Pay Commission to have their say. (932)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give political rights to the Station Masters and Assistant Station Masters and other railway employees. (933)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of proper transfer rules in respect of head office control posts and other posts for Station Masters and Assistant Station Masters. (934)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to run trains according to the time table and to check their late running. (935)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inconvenience to passengers and loss of about 15 lakhs of earnings annually to railway department on account of late running of trains from Bakhtiarpur to Rajgir railway stations on Eastern Railway. (936)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Railway Switchmen, Cabinmen and Levermen Association. (937)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the anti-labour attitude of D. S. of Danapur Division in Eastern Railway. (938)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to stop automation in Railways. (939)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to remove the difficulties of gangmen. (940)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to remove the difficulties regarding shortage of water and inadequate lighting arrangements in the trains running between Bakhtiarpur and Rajgir stations on Eastern Railway. (941)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for proper arrangements of water, light and fans in the passenger trains running between Gaya and Patna in the P. G. line. (942)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demand of need-based minimum wage to the railway employees. (943)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to convert the narrow gauge lines in North-Bihar into broad guage lines. (944)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce a train on Patna-Gaya line arriving at Patna Junction at 6 A.M. (945)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to shift booking office which is far away at present to a convenient place at Bakhtiarpur railway station on Eastern Railway. (946)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to withdraw all Railway facilities given to Bharat Sewak Samaj and Bharat Sadhu Samaj. (948)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving trade union rights to all railway employees and evolving policy of recognition and giving negotiating facilities to unions and service associations. (949)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of raising age of superannuation for Railway employees. (950)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give retirement benefits to all employees. (951)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving uniforms and protective clothings to the railway employees. (952)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of scrapping confidential reports. (953)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to absorb substitutes against the existing vacancies in Danapur Division of Eastern Railway. (954)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of promotion to grade 'A' Firemen at Danapur and supply of uniform to them. (955)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of calculating mileage allowance from "signing on" to "signing off" of all running staff. (956)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of making leave rules for all railway employees. (957)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of immediate scrapping of Government Servants Conduct Rules for railway employees. (958)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving passes and other leave travel concessions to all railway employees. (959)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for disciplinary rules including classification, control, and appeal Rules for S.Ms. and A.S. Ms. (960)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of promotion to the S.Ms. and A.S.ms (961)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need of changes in structure of emoluments and conditions of service with the object of achieving rationalisation, simplification, uniformity and parity to the fullest degree possible of S.Ms. and A.S.Ms. (962)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for regular promotion to railway staff against the existing vacancies as per seniority. (963)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to treat running room cooks and bearers as regular. (964)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to arrange trade test for loco-shed staff. (965)]

MR. CHAIRMAN: The cut motions are also now before the House.

*SHRI THA. KIRUTTINAN (Sivaganga): Mr. Chairman, Sir, the hon. Minister of Railways has sought the vote of the House for the Demands of his Ministry. I would like to state categorically that I cannot extend my wholehearted approval to all the Demands of the Railway Ministry. If I were to approve them, I would not have moved so many Cut Motions, which number nearly 78. I am sure that the hon. Minister would have been briefed on these Cut Motions by the officials of the Railway Administration. I cannot expect that they would have considered favourably anyone of the Cut Motions moved by me. The tell-tale reason for this attitude is that all the Cut Motions moved by us point out the lapses on the part of the Railway Administration. Naturally, they would have attempted to cover up their lapses by putting forth devious justification. But, I would request the hon. Railway Minister to bestow his personal attention to the matters raised in these Cut Motions and to take appropriate remedial steps.

17 hrs.

Mr. Chairman, Sir, to cite an example, I would like to refer to my Cut Motion at No. 344, which reads:

"Need to increase the percentage of Class IV khalasis at G.S.D. Madras to be absorbed to the Perambur shops in Southern Railway."

At the moment, interviews are going on for direct recruitment of 1600 candidates to the Perambur Shops in Southern Railway. As per the present rules, only 1% of the Class IV Khalasis at the General Stores Department, Madras could be considered for appointment in the Perambur Shops, which in fact means that only 16 Class IV Khalasis woul be able to secure appointment in the Perambur Shops, while their total strength is approximately 200 to 300. This rule should be amended in such a way that more number of Class IV Khalisis are recruited to the Perambur Shops. With this intention only, I have moved my Cut Motion. I am sure that even this very just demand would have been contested by the Railway Administration. I would request the hon. Minister to look into this question and take steps to enable more number of this category of employees secure appointments in the Perambur Shops.

Similarly, there is a proposal to shift the Stores Depot at Nagappattinam to Golden Rock. There is also another proposal to shift the Tanjore loco shed to some other place in Southern Railway. I totally disagree with these decisions of the Railway Administration and that is why I have moved by Cut Motion at No. 345. In my view, these changes which will result in wasteful expenditure, are unnecessary and unwarranted. If you shift the Nagappatinam Stores Depot to Golden Rock, a new building will have to be constructed at Golden Rock, which is an avoidable expenditure. Likewise, when the Tanjore Loco Shed is shifted to some other place, you can imagine the huge expenditure involved. I would also mention here that hundreds of families of the employees at present working in the Tanjore Loco Shed would be put to a lot of inconvenience and hardship by this unnecessary shifting. I would appeal to the hon. Minister to examine this question in all details and reverse these decisions.

*The original speech was delivered in Tamil.

Mr. Chairman, Sir, the Railway Administration has failed miserably in filling up the existing vacancies. In these vacancies, a large number of low-paid employees are working in officiating capacity. I would suggest that the Railway Administration should take immediate steps to make the temporary posts permanent and to fill the vacant posts expeditiously.

Under the head "Working Expenses", I have moved my Cut Motion at No. 363 which reads:

> "Failure to provide buildings for General Stores Department, Madras in Southern Railway."

The General Stores Department at Madras is woefully lacking in accommodation. When we approached the concerned officials, we were told that the estimates for construction of buildings have been approved and the required funds have been allocated. But the construction of the new building has not yet been undertaken and there is an unconscionable delay. I may state here that Class I and Class II Officers, who are working in this Department, are greatly handicapped. Stores worth crores of rupees are under the custody of this Department. Therefore, a new building for this Department is very essential and the construction should be immediately undertaken. I may bring to the attention of the hon. Railway Minister that there is no provision for pipeline drinking water facility inside the existing building. I would request the Minister to look into this problem and do the needful.

Under the heading "Staff Welfare", I have drawn the attention of the Minister through my Cut Motions to the inadequacy of facilities available to staff. They have also not been given proper incentives to put their heart and soul in their work. I would request the hon. Railway Minister to provide the employees enough facilities and incentives so that they extend their hearty cooperation in the day to day work of the Administration, without which the efficiency of the Railways cannot be improved.

Mr. Chairman, Sir, at Gudur in Southern Railway the Class IV employees have erected huts on the Railway land and they are living there for a number of years. Now, the Railway authorities want to take possession of the land by evicting these employees. As the Railways are not in such an urgent need of this land, I feel that the requisitioning of this land by the Railways is totally uncalled for and unjust. I took up this matter with the General Manager, as a result of which the action of eviction was temporarily stayed. Till such time they are provided with alternative accommodation, I would suggest that the Railways should permit the Class IV employees to continue to stay there, if necessary by charging a nominal rent.

The catering employees working in Grant Trunk and Southern Express trains are not being provided with winter clothing, while their counterparts in other Railways are given winter clothing every two years. For a long time these employees are serving the Railways, weathering the winter with their physical energy. I, therefore, appeal to the Minister that these employees should be given winter clothing.

I would like to raise another very important issue which I have mentioned in my Cut Motion at No. 396. I would demand even a Division if my request is not acceded to. My Cut Motion reads as follows:

> "Failure to give monetary benefits of H.R.A. and C.C.A. to Railway employees at Tambaram in Southern Railway which is declared contiguous to Madras City in terms of G.O. of Government of Tamil Nadu."

I would mention the anomaly prevailing at the moment. The employees, who work at Tambaram but live in Madras are given the H.R.A. and C.C.A. But those employees, who work in Tambaram and live there, are not getting the House Rent Allowance and the City Compensatory allowance. The Government of Tamil Nadu through their Order have declared Tambaram as contiguous to Madras City and they are giving H.R.A. and C.C.A. to their employees living at Tambaram. I have already referred to this problem in my earlier speech. I am afraid that the Minister would have been briefed in a different way. This is a just and genuine demand of the employees and I request the Minister to look into this problem. I would emphatically stress here that the employees working in Tambaram and living in Tambaram must be given the H.R.A.

[Shri Tha. Kiruttinan]

and the C.C.A. This biggest lapse on the part of Railway Administration must be remedied immediately.

I would read my Cut Motion No. 397:

> "Need to give "Breakdown Allowance" to the Engineering and Medical Staff who are deputed for duty on break-down specials as is extended to those Mechanical and Electrical Staff."

The cut motion is self-explanatory. I request the Minister to grant breakdown allowance to the Engineering and Medical Staff who are deputed on breakdown specials.

I was surprised to find that no amount has been allocated for the purpose of conducting survey of new lines. There are many backward areas in Tamil Nadu. If these backward areas are to be industrially developed, the railway lines are the imperative necessity. We should create the climate of industrial development by conducting surveys for new lines, without which there can be no progress in these areas. While the Tamil Nadu Government are making massive efforts for industrialising these backward areas, I would say that it is incumbent on the part of Railway Administration to supplement their efforts by laying new railway lines. This must be done if the efforts of the Tamil Nadu Government are not to be frustrated. I hope that the Minister would take note of the lapse in not providing funds for survey this year and he would ensure that at least next year adequate provision is made for survey of new lines in Tamil Nadu.

I would mention here that the survey of Tirunelveli-Cape Comorin line has been in progress for sufficiently long time now. Recently, Shri Quereshi, the Deputy Minister of Railways, stated in the Rajya Sabha the other day that it will take four months more to complete the re-assessment of survey. But he has not given any indication as to when the work would start after the completion of the survey. At the time when the Congress was a united party and Shri Kamaraj contested the election to this House from this area, orders were passed by the Administration for completing the re-assessment quickly. The people of this area entertained the hope that because Shri Kamaraj was seeking election from their area, a new rail-line would come up soon. But the Congress is not united now and the Great Split has thrown out Shri Kamaraj. Just because Shri Kamaraj is not there, the situation should not arise that there would be no railway line in this area. Similarly, when Shri O. V. Alagesan from Tamil Nadu was the Railway Minister, a new railway line connecting Bangalore and Salem was laid. It looks as though that there should be a Minister from Tamil Nadu and then only there can be new railway lines laid in Tamil Nadu. One may deduce that because the D. M. K. Party is in power in Tamil Nadu, there will be no new lines in Tamil Nadu. It may also happen that the D.M.K. will continue to rule the State for decades and there may be no new lines at all for decades in Tamil Nadu. I would like to issue a warning that the D.M.K. will continue to win in Tamil Nadu and if it is said that there will be no new rail lines in Tamil Nadu, it will definitely lead to an explosive and dangerous situation.

I would refer to the assurances given to Tamil Nadu for new rail links between Tirunelveli and Cape Camorin, Cape Camorin and Tuticorin and Trivandrum to Tuticorin *via* Nagercoil. I would request the hon. Minister to take immediate steps for the construction of these lines. No tangible steps have been taken for electrification of Madras-Arkonam line. It has been repeatedly mentioned in this House that Madras is expanding so fast that it will reach Arkonam, Vijayawada and so on. Though preliminary work has been done for electrification of this line, the work of electrification has not yet started. I would appeal to the Minister that he should expedite this work.

I happen to be the President of the Railway Employees Progressive Union, started recently in Southern Railway. Thousands of Railway employees have become Members of this Union, particularly the employees in Tiruchy and Madras Divisions. The employees from other recognised Unions want to join this Union. Because the Railway Employees Progressive Union is not yet recognised, the employees who have joined this Union are being harassed and victimised by the officials. I would request the hon. Minister to recognise to Railway Employees Progressive Union immediately and he should take steps to stop the victimisation of the employees joining this Union. I would stress again that the chapter of victimisation should be closed once and for all.

Finally, it has been incessantly and repeatedly mentioned in this House that a fast train should be run between Delhi and Madras. The Grant Trunk Express should be speeded up. We see that after reaching Faridabad, the G. T. is delayed by one hour, as it is made to halt there unnecessarily. The running time of G.T. could be easily reduced by two hours. I would suggest that an express like Rajdhani Express should be run between Delhi and Madras. Such a fast train would earn enormous revenue to the Railway Administration. With this request to the hon. Minister, I would conclude.

श्री के० एन० तिवारी (बेतिया) : सभापति महोदय, उस रोज जवाब देते हुए रेल मंत्री ने पैसेन्जर्स की सेफ्टी के बारे में जो सवाल उठाया गया था, शार्ट नोटिस क्वेश्चन जो उठाया गया था और जिसकी आशा स्पीकर साहब ने दी थी, कि मंत्री जी उसका उत्तर अपने जवाब में दें, मुझे यह कहते हुए दुःख होता है कि ऐसा जंगली जवाब हमने किसी मिनिस्टर से आज तक नहीं सुना था। मेरी समझ में नहीं आता है कि जब रेलवे मिनिस्टर का यह एटीट्यूड हो तो पैसेंजर्स की सेफ्टी की क्या हालत होगी। इसी सवाल को लेकर आज के **इंडियन एक्सप्रेस** में जो समाचार निकला है, उसको मैं पढ़कर आपको सुनाना चाहता हूं :

Police connivance in decoities alleged:
Patna, June 12.

There was a flutter in the Bihar Assembly today when Mr. Radhanandan Jha (Cong-R) alleged that police officials had maintained in the series of train decoities in Bihar over the last three months.

मेरे खयाल में रेल मंत्री जी ने रेलवे के रूल्ज एंड रेग्युलेशंज की अभी तक कोई किताब नहीं पढ़ी है और न वह उनसे वाकिफ हैं। एक हाई पावर कमेटी मुकर्रर हुई थी। जिसने 1968 में अपनी रिपोर्ट दी थी। लाइफ एंड प्रापर्टी का सवाल बहुत दिनों से चला आ रहा है इस वास्ते उस रिपोर्ट के पेज 35 से ही मैं कोट करना चाहता हूं। इसके 35 पेज पर 148 में यह लिखा हुआ है :

Anyone who has watched the proceedings of Parliament must have noticed that whenever questions of 'law and order' on the Railways are asked, the answer given is that under the Constitution, the maintenance of law and order on the Railways, being a State subject, the responsibility for it rests on the States. It is to be noted that the Members of Parliament are not concerned whether it is the Railway police as it is at present constituted, or some other agency that is responsible for protection of the life and property of the travelling public. They are interested in the results. This has been emphasised time and again, as will also appear from the ensuing extract from the proceedings of Parliament of September, 1958, when the Hon'ble Speaker of the Lok Sabha observed as follows:—

"Therefore, additional Police must be kept there in the train itself. The Hon'ble Minister should consider it. Hon'ble Members bring it to the notice of the hon'ble Minister and there is no good his simply saying it is a matter for the State and the State saying it is connected with a railway train; it is a matter for the Centre. What can we do after the bird has flows; what is the good of trying to catch it? Hon'ble Minister should try to look into this problem. It is very serious; all people will go to the forest and not get into the train. No, no, that should not be the attitude of the Minister."

यह बात 1958 में आनरेबल स्पीकर ने कही थी। उस रिपोर्ट में भी पैसेन्जर्ज की लाइफ एंड प्रापर्टी का जो सवाल है, उसको बहुत इम्पार्टेन्ट सवाल माना गया है। अगर लोगों के अन्दर यह भावना आ जाए कि उनकी लाइफ और प्रापर्टी सेफ नहीं है तो ट्रेवलिंग पब्लिक से रेलवे को जो सबसे ज्यादा इनकम होती है वह बन्द हो जाएगी। हालत यहां तक आ पहुंची है कि रेलवे मिनिस्टर ने अपने विभाग को लिख कर दे दिया है कि अगर किसी मेम्बर का खत उसके पास आए और उसका अगर जवाब नकारात्मक हो तो नकारात्मक जवाब मेम्बर को भेजने की जरूरत नहीं है। मैं नहीं समझता कि कोई भी सही दिमाग वाला मिनिस्टर कहेगा कि अगर कोई मेम्बर किसी मंत्री को खत लिखता है, तो "हां" का जवाब तो दिया जाये और "न" का जवाब न दिया जाये।

ऐसी हालत में मैं इस सदन के सामने विचार के लिए यह बात रखना चाहता हूं कि क्या मंत्री

[श्री के० एन० तिवारी]

महोदय का यह एटीट्यूड सही है । हम लोगों को यह फीलिंग है कि ऐसे मंत्री को रेलवे जैसा बड़ा पब्लिक अंडरटेकिंग अपने पास नहीं रखना चाहिए, जो इतने बड़े पब्लिक अंडरटेकिंग को संभाल नहीं सकता है, जिसमें 3500 करोड़ रुपये लगे हुए हैं और जिसका देश के हर एक व्यक्ति से सम्बन्ध है । सभी माननीय सदस्यों की कांस्टीट्युएन्सीज में रेलवे ही ऐसा विषय है, जिससे वे सम्बन्धित हैं । इससे सम्बन्ध रखने वाली जितनी बातें हैं, उनके बारे में लोग सदस्यों के पास पहुंचते हैं ।

अगर मंत्री महोदय का यह एटीट्यूड हो, तो हम अपनी कांस्टीट्युएन्सी की किस बात से सेवा करेंगे ? अगर रेलवे विभाग कह दे कि हम सदस्यों की चिट्ठी का जवाब नहीं देंगे, उसको वेस्टपेपर बास्केट में फेंक दिया जायेगा, अगर दूसरे मंत्री भी यह फैसला कर लें कि नकारात्मक जवाब नहीं दिया जायेगा, तो फिर हम किस तरह अपनी कांस्टीट्युएन्सी की सेवा कर सकते हैं ? यह बहुत सीरियस बात है और मैं बड़े जोर के साथ कहना चाहता हूँ कि मंत्री महोदय का यह एटीट्यूड बदलना चाहिए ।

हम पीपल के रिप्रेजेन्टेटिव हैं, हम इस गवर्नमेंट के रिप्रेजेन्टेटिव नहीं हैं । लोग हमारे पास हर तरह की शिकायत और बात लायेंगे । हमने जो ओथ ली है, उसके मुताबिक जो भी बात पब्लिक इन्ट्रेस्ट में होगी, हम उसको मंत्री के सामने रखेंगे और मंत्री का कर्त्तव्य है कि वह उस पर ध्यान दे । चाहे सदस्य किसी भी पार्टी का हो, आपोज़ीशन का हो या इस साइड का, अगर वह पब्लिक इन्ट्रेस्ट में मंत्री को चिट्ठी लिखे, तो मंत्री उसका जवाब दे--अगर करना है, तब भी जवाब दे और अगर नहीं करना है, तब भी जवाब दे । यह हमारी रेसपांसिबिलिटी है और हम इससे बच नहीं सकते हैं ।

जब भी इस हाउस में रेलवे पर डीबेट होती है, तो हम लोग तीन चार बातों को बार-बार दोहराते है । एक बात तो यह है कि गाड़ियां समय पर नही चलती हैं । पहले तो जब हम लोग शिकायत करते थे, तो गाड़ी ठीक टाइम पर चलने लग जाती थी । लेकिन अब तो गाड़ियों के टाइम का कोई ठिकाना नही है । वे दस, बीस, चौबीस घंटे लेट हो सकती हैं । यह भी पता नहीं होता है कि गाड़ी आयेगी या नहीं, चलेगी या नहीं । आज कोई ट्रेन अपने टाइम पर नहीं चल रही है ।

दूसरी शिकायत रही है कैन्टीन के बारे में । हमारे आपोजीशन के भाई चार बातों पर बड़ा जोर देते हैं । कोई भी बात हो, वे कहते हैं कि इसको पब्लिक सैक्टर में ले लो, इसको कार्पोरेशन बना दो, इस मामले को सी० बी० आई० में दे दो और इस बात की जुडिशियल एनक्वायरी कराओ । हमारे यहां एक वैद्य है, जो नाक, कान, पेट और हाथ सब की एक ही दवा बेचता फिरता है । इसी तरह हमारे दोस्तों के पास भी हर एक बीमारी के लिए ये चार औषधियां हैं । कहीं भी कोई गड़बड़ हो, उनके पास उसका यही इलाज है कि पब्लिक सैक्टर में ले लो या कार्पोरेशन बना दो । उनके पास और कोई इलाज नहीं है । लेकिन रेलवे की कैन्टीन की आज जो हालत है, उससे उन्हें मालूम हो जाना चाहिये कि पब्लिक सैक्टर या कार्पोरेशन में क्या होता है ।

रेलवे की केन्टीन पब्लिक सैक्टर में है । माननीय सदस्य अपने दिल पर हाथ रख कर बतायें कि क्या आज कोई भी केन्टीन लास में चलती है । कोई छोटे से छोटा दुकानदार अगर चाय की दुकान करता है, तो वह भी दो पैसे कमा लेता है । लेकिन रेलवे की केन्टीन नुकसान में चली जा रही है ।

श्री इसहाक सम्भली: करप्ट ऐडमिनिस्ट्रेशन की वजह से ।

[شری اسحاق سمبلی - کرپٹ ایڈمنسٹریشن کی وجہ سے -]

श्री के० एन० तिवारी: अब जिसकी वजह से भी हो, यह तो आप बतलाइएगा । इस तरह इन बातों के बारे में मैं अधिक नहीं जाना

चाहता । लेकिन यहां हमारे डिप्टी मिनिस्टर साहब रेलवे के बैठे हुए हैं । हम इनका ध्यान दिलाना चाहते हैं, यंग ब्लड, यंग ब्लड, यंग ब्लड बहुत कहा जाता है, यह भी यंग ब्लड हैं, अब पता नहीं मिनिस्टर साहब के साथ साथ इनका भी ब्लड ठंडा हो जायगा या गरम रह जायगा, मैं कुछ कह नहीं सकता, इनसे हम निवेदन करना चाहते हैं कि जहां तक केन्टीन का सवाल है जो बराबर हम लोग शिकायत करते हैं, टाइमली रनिंग आफ दी ट्रेन की जो शिकायत है, यह जितनी भी इस तरह की शिकायतें हैं उनके ऊपर वह ध्यान दें ।

अन्त में एक बात मैं अपनी कांस्टीट्यूएन्सी से सम्बन्धित कहना चाहता हूं कि एक बड़ी लाइन दरभंगा से निकलने वाली है । उसके लिए दरभंगा और मुजफ्फरपुर दोनों तरफ से सर्वे हुआ है । दरभंगा की तरफ से करने में ज्यादा खर्च पड़ता है क्योंकि पुल वगैरह ज्यादा बनाने पड़ते हैं, मुजफ्फरपुर की तरफ से करने में कम खर्च करना पड़ेगा । इसलिए रेलवे का खर्च जिधर से कम हो उधर से ही बड़ी लाइन बनाई जानी चाहिए, यही मुझे निवेदन करना है ।

श्री इसहाक सम्भली (अमरोहा) : सभापति महोदय, मैं तो दो ही बातों की तरफ ध्यान दिलाना चाहूंगा । सबसे पहली चीज यह कि यह बहुत ज्यादा शोर होता है कि रेलवे लास में चल रही है और यह सही भी है । मैं हाल ही की एक चीज बताना चाहता हूं । मालूम नहीं, रेलवे जो इतनी बड़ी पब्लिक अंडरटेकिंग है उस को किस तरह चलाया जा रहा है ? मुरादाबाद डिवीजन और लखनऊ डिवीजन में जितनी पेसेन्जर ट्रेन्स इस वक्त चल रहीं हैं वह सब बिदाऊट टी टी ई चल रही हैं । एक भी पैसेन्जर ट्रेन ऐसी नहीं जिसमें टी टी ई चलता हो । अभी मेरे भाई मुल्की राजजी फरमा रहे थे, उन्होंने बिलकुल सही कहा, मुरादाबाद-हरिद्वार पैसेन्जर चलती है बगैर किसी टी टी ई के । जितने भी टी टी ई थे वह ले लिए गए, आर्टिफिशियल एकोनामी दिखलाने के लिए और वह टू टायर में लगा दिए गए । नया रैकूटमेंट नहीं हुआ और इसका नतीजा यह है कि केवल बगैर टी टी ई के पैसेन्जर ट्रेन चलने से हजारों रुपये रोजाना का नुकसान हो रहा है । लेकिन इस नुकसान से भी बढ़ कर जो चीज हो रही है वह यह कि लोग बगैर टिकिट चलने के आदी हो रहे हैं । लोगों को एक बार बगैर टिकिट चलने का आदी बना कर के फिर उनको टिकिट लेकर चलने का आदी बनाना कठिन हो जायगा । इसलिए इसमें कंजूसी से काम नहीं लेना चाहिए । टी टी ई को वहां रखना इन्वेस्टमेंट है । इसकी वजह से फायदा होगा और लोग बिना टिकिट चलने के आदी नहीं बनेंगे । मैं उम्मीद करता हूं कि मंत्री महोदय इस पर फोरी तौर से तवज्जह देंगे ।

दूसरी चीज मैं कहना चाहता हूं, यह हैरत की बात है, लास लास कहा जाता है, मैं अभी मोगलसराय गया था । मुझे मालूम हुआ कि मोगलसराय में नन्दाजी जब रेलवे मिनिस्टर थे तो उन्होंने वहां कुछ काम किया । उनसे कोई इत्तफाक करे या न करे लेकिन एक काम उन्होंने अच्छा किया कि मोगल सराय के आस पास के गांवों के रहने वाले लोग जिनकी जमीन बंजर है, जहां पर सिंचाई का कोई इन्तजाम नहीं है, उन लोगों को कहा कि इनको कैजुअल लेबर के तौर पर भर्ती किया जाय । उनको भर्ती किया गया । उसका नतीजा यह हुआ कि 50 परसेन्ट चोरियां कम हो गई । लेकिन जैसे ही नन्दाजी हटे, उन लोगों को एक एक कर के छांटना शुरू कर दिया क्योंकि अफसरों को तो वह लोग चाहिए कि जिनके घर बार वहां न हों, जो आधे वक्त रेलवे का काम करें और आधे वक्त अफसरों के घरों का काम करें । नतीजा यह हुआ कि एक एक कर के उनकी छटनी शुरू हो गई और हजारों आदमी जो आस पास के गांवों के लग गए थे, वह अलग कर दिए गए, जिसका नतीजा यह हुआ कि फिर चोरियां उसी तरह से, उसी मंज़िल पर, उसी मयार पर पहुंच गई । मैं दरख्वास्त करूंगा कि शायद रेलवे का लास खत्म किया जा सकता है अगर केवल चोरियों को रोका जाय । कोयले की चोरी, यार्ड्स की चोरी,

[श्री इसहाक सम्मली]

टिकिटों की चोरी, केन्टीन की चोरी अगर खाली इन चोरियों को रोक दिया जाय तो यकीनन रेलवें बहुत बड़े फायदे में चल सकती है ।

एक चीज की तरफ मैं और तवज्जह दिलाना चाहूंगा । यह एक अजीब बात है कि रेलवे का इतना बड़ा डिपार्टमेंट है, लेकिन मेरा ख्याल है कि न जाने क्या रेलवे बोर्ड ने कसम खा रखी है कि वह हर सेक्शन को तकलीफ में रखेंगे, नाराज़ रखेंगे । आल इन्डिया रेलवे गार्डस कौन्सिल, रेलवे गार्ड्स की एकमात्र नुमाइन्दा आर्गेनाइजेशन है । लेकिन उसको रिकगनीशन नहीं दिया जा रहा है । आल इण्डिया रेलवे स्टेशन मास्टर्ज़ कान्फ्रेंस एक ही स्टेशन मास्टर्ज़ की नुमाइन्दा जमायत है, उसको रिकगनीशन नहीं दिया जाता है । रेलवे गार्ड्स की कितनी तकलीफें हैं मुझे बतलाने की ज़रूरत नहीं है । मैं परसों आल इण्डिया रेलवे गार्ड्स कान्फ्रेन्स में गया था और जो मैंने वहां पर सुना, उससे ताज्जुब होता है, मामूली से मामूली तकलीफें भी दूर नहीं की जा रही हैं ।

हालात ये हैं कि मैं आपको एक ही एक्जाम्पल दूंगा—रेल्वे में एक डा० उस्मानी और डा० मिसेज उस्मानी हैं, दोनों हस्बैंड और वाइफ कानपुर में थे । डा० उस्मानी को डेपूटेशन पर तीन महीने के लिये किसी अरब कन्ट्री में भेजा गया । कोई रेल्वे के अफसर साहब शायद उनसे खुश नहीं थे, मुमकीन है कि वह तोहफे वगैरह न दे पाते हों । नतीजा यह हुआ—आम तौर से जब तीन महीने के डेपुटेशन पर कोई जाता है तो उसका ट्रांसफर नहीं किया जाता है, लेकिन उनका ट्रांसफर मुरादाबाद कर दिया गया । जब उनकी वाइफ ने दरख्वास्त दी कि मेरा भी ट्रांसफर कर दिया जाय, तो उनका ट्रांसफर नहीं किया गया । उसके बाद उनको बीकानेर भेजा गया और किस तरह से चेयरमेन साहब, जैसे कोई बदला लिया जा रहा हो, हस्बैंड को बीकानेर शहर में रखा गया और वाइफ को 8 मील के फासले भेजा गया, ताकि वहां रोज आयें-जायें । यह कौन सा इन्साफ है, इस तरह से क्या रेल्वे की सर्विसिज से कोई अच्छा काम लिया जा सकता है । फार्सी का एक मकूला है—

مजदूर دل خوش کند کار بیش ।

मुझे अफसोस के साथ कहना पड़ता है कि इस तरफ तवज्जह नहीं दी गई ।

इसी तरह से नई रेल्वे लाइनों के लिये तरह-तरह के बहाने दिये जाते हैं । मैं याद दिलाना चाहता हूं कि चन्दौसी से गजरौला रेल्वे लाइन निकालने के लिये, जिस पर मेरी कांस्टीट्यूएन्सी का काफी हिस्सा पड़ता है, किसी जमाने में सर्वे भी हुआ था । उसके लिये बार-बार तवज्जह दिलाई गई, रिप्रेजेन्टेशन किये गये, लेकिन आज तक वहां कोई कदम नहीं उठाया गया—इस तरफ फौरन तवज्जह दी जानी चाहिये ।

आखीर में एक चीज की तरफ तवज्जह दिलाना चाहता हूं, जिस पर कोई खर्च नहीं है, महज तवज्जह देने की जरूरत है । अब न जाने किस तरह से टाइम-टेबिल बनाये जाते हैं, एक ट्रेन एक स्टेशन पर पहुंचेगी, तो सिर्फ 5 मिनिट पहले ही दूसरी ट्रैन वहां से रवाना हो जायगी । किस तरह से टाइम-टेबिल बनाये जा रहे हैं । मेरी दरख्वास्त है कि इन चीजों की तरफ तवज्जह दी जाय ओर मैं चाहूंगा कि डा० उस्मानी और मिसेज डा० उस्मानी के बारे में मुझे बतलाया जाय कि क्यों इस तरह के बदले की कार्यवाही उनके साथ की गई ।

[شری اسحاق سمبھلی امروھا--
سبھاپتی ی مہودے- میں تودو ھی باتوں
کی طرف دھیان دلانا چاھونگا - سب سے
پہلی چیز یہ ھے کے یہاں بہت زیادہ
شور ھوتا ھے کے ریلوے لاس میں جارھی
ھے - اور یہ صحیح بھی ھے - میں حال
ھی کی ایک چیز بتانا چاھتا ھوں
معلوم نہیں ریلوے جو اتنی بڑی پبلک
انڈرٹیکینگ ھے اسکو کس طرح چلایا

جائے - اُنکو بھرتی کیا گیا - اسکا نتیجہ یہ ہوا کہ پچاس فی صدی چوریاں کم ہوگئیں لیکن جیسے نندلجی ہٹے اُن لوگوں کو ایک ایک کرکے چھانٹنا شروع کر دیا - کیونکہ افسروں کر تو وہ لوگ چاہیں جن کے گھرباو وہاں نہ ہوں اور جو ادھے وقت ریلوے کا کام کریں اور آدھے وقت افسرں کے گھروں کا کام کیا کریں - نتیجہ یہ ہوا کہ ایک ایک کر کے اُنکو چھٹنی شروع ہو گئی - اور ہزاروں آدمی جو آس پاس کے گاؤں کے لگ گئے تھے وہ الگ کر دئے گئے - جس کا نتیجہ یہ ہوا کے پھر چوریاں اسطرح سے - اس منزل پر - اس معیار پر پہنچ گئیں - میں درخواست کرونگا کے شاید ریلوے کا لاس ختم کیا جا سکتا ہے اگر صرف چوریوں کو روکا جائے - کوئلے کی چوری - پارٹز کی چوری - ٹکٹوں کی چوری - کینٹین کی چوری - اگر ساری ان چوریوں کو روک دیا تو یقینن ریلوے بہت بڑی فائیدے میں چل سکتی ہے -

ایک چیز کی طرف میں اور توجہہ دلانا چاہونگا - یہ ایک عجیب بات ہے کہ ریلوے اتنا بڑا ڈیپارٹ میںٹ ہے - لیکن میرا خیال ہے نہ جانے کیا ریلوے بورڈنے قسم کہا رکھی ہے - کہ وہ ہر سیکشن کو تکلیف میں رکھینگے ، ناراض رکھینگے - آل اِنڈیا ریلوے گارڈ کونسل ریلوے گارڈز کی واحد نمایندہ آرگنائیزیشن ہے - لیکن اس کو ریکگنائز نہیں کیا جا رہا ہے - آل اِنڈیا ریلوے سٹیشن ماسٹرز کانفرنس ایک ہی سٹیشن ماسٹر کی نمائندہ جماعت ہے - اسکو ریکگنیشن نہیں دیا جاتا ہے - ریلوے گارڈز کی کتنی تکلیفیں ہیں مجھے بتانے کی ضرورت نہیں ہے - میں پرسوں آل انڈیا ریلوے گارڈز کانفرنس میں گیا تھا - اوز جو میں نے وہاں پر سنا اُس سے تعجب ہوتا ہے - معمولی سے معمولی تکلیف بھی دوز نہیں کی جا رہی ہے -

جا رہا ہے - مرادآباد ڈیویزن اور لکھنؤ ڈیویزن جتنی پسنجر ٹرین اس وقت چل رہی ہیں وہ سب آؤٹ ٹی ٹی ٹی کے چل رہی ہیں - ایک بھی پسنجر ٹرین ایسی نہیں ہے جس میں ٹی ٹی ای چلتا ہو - ابھی میرے بھائی ملکراج جی فرما رہے تھے - انہوں نے بالکل صحیح کہا ہے - مرادآباد سے ہردوار پیسنجر چلتی ہے - بغیر کسی ٹی ٹی ای کے - جتنے ٹی ٹی ای تھے وہ لے لیئے گئے - ارتیفیسیل اکانومی دیکھانے کے لئے اور وہ تو ٹائر میں لگا دئے گئے - نیا ایکرومھنٹ نہیں ہوا - اور اُسکا نتیجہ یہ ہے کے کیوں بغیر ٹی ٹی ٹی کے پیسنجر ٹرین چلائے ہزاروں روپیے روزانا کا نقصان ہو رہا ہے - لیکن اُس نقصان سے بھی بڑھکر جو چیز ہو رہی ہے، یہ ہے کہ لوگ بغیر ٹکٹ چلنے کے عادی ہو گئے ہیں - لوگوں کو ایک بار بغیر ٹکٹ کے چلنے کا عادی بناکر پھر اُنکو ٹکٹ لیکر چلنے کا عادی بنانا مشکل ہو جائیگا - اس لئے اُس میں کنجوسی سے کام نہیں لینا چاہیئے - ٹی ٹی ٹی کو وہاں رکھنا انویسٹمینٹ ہے - اُسکی وجہ فائیدہ ہوگا - اور لوگ بنا ٹکٹ چلنے کے عادی نہیں بنینگے - میں اُمید کرتا ہوں کہ منتری مھودے اس پر فوری طور پر سے توجہہ دینگے -

دوسری چیز میں کہنا چاہتا ہوں، یہ حیرت کی بات ہے - لاس لاس کہا جاتا ہے - میں ابھی مغل سرائے گیا تہا - مجھے معلوم ہوا کہ مغل سرائے میں نندلجی جب ریلوے منتری تھے تو انہوں نے وہاں کچھ کام کیا - اُن سے کوئی اتفاق کرے یا نہ کرے لیکن ایک کام اُنہوں نے اچھا کیا کہ مغل سرائے کے آس پاس کے گاؤں کے رہنے والے لوگ جنکی زمین بنجر ہے جہاں پر سینچائی کا کوئی انتظام نہیں ہے - اُن لوگوں کو کہا کہ اُن کو کیزول لیبر کے طور پر بھرتی کیا

[श्री इसहाक सम्मली]

آخر میں ایک چیز کی طرف توجہ دلانا چاہتا ہوں- جس پر کوئی خرچ نہین ہے مہز توجہ دینے کی ضرورت ہے - اب نہ جانے کسطرح سے ٹائم ٹیبل بنائے جاتے ہیں - ایک ترین ایک سٹیشن پز پہونچیکی تو صرف پانچ منیٹ پہلے ہی دوسری ترین وہاں سے روانا کی جائیگی - کسطرح سے ٹائم ٹیبل بنایا جا رہا ہے- میری درخواست ہے کے اُن چیزوں کی طرف توجہ دی جائے - اور میں چاہونگا کہ ڈاکٹر عثمان اور مسز ڈاکٹر عثمان کے بارے میں مجھے بتایا جائے کہ کیوں اس طرح کے بدلے کی کاروائی ان کے ساتھ کی گئی -]

श्री परिपूर्णानन्द पैन्यूली (टिहरी-गढ़वाल): सभापति महोदय, मैंने रेल्वे मंत्री जी को पत्र भेजा, मुझे जवाब नहीं मिला, सोचा कि डाकखाने की गल्ती होगी । फिर स्वयं उन्हें यहां पत्र दिया उस पर भी गौर नहीं हुआ । मैंने समझा कि शायद यह इसलिये हुआ कि मैं उस क्षेत्र से आता हूं जहां रेल्वे लाइन नहीं चलती है । किन्तु आज मुझे तसल्ली हुई कि रेल्वे मंत्री की परम्परा है कि एम० पीज़ की चिट्ठियों का जवाब न दिया जाय ।

सभापति महोदय, उत्तर प्रदेश के जिस पर्वतीय क्षेत्र का मैं प्रतिनिधित्व करता हूं, यह ठीक है कि वहां रेल्वे लाइन नहीं चलती, किन्तु वहां से लाखों की संख्या में यात्री सफर करते हैं और उन्हें किसी प्रकार की सुविधा नहीं मिलती है । इसी प्रकार मैदानी क्षेत्रों से हर साल लाखों की संख्या में तीर्थ यात्री बद्रीनाथ, केदारनाथ और दूसरे पर्यटक स्थलों को जाते हैं, जिनमें कई झीलें हैं और पर्वतारोही दल जाते हैं, किन्तु उनको किसी प्रकार की सुविधा प्राप्त नहीं होती है । मेरा निवेदन है कि इस प्रकार के तीर्थ यात्रियों के लिये भी रेल्वे कन्सेशन उसी प्रकार से मिलना चाहिये, जिस प्रकार अन्य हिल स्टेशन पर जाने वाले पर्यटकों को प्राप्त होता है ।

حالات ہی یہ ہے کہ میں آپکو ایک ہی ایکزامپل دونگا - زیلوے میں ایک ڈاکٹر عثمانی اور ایک ڈاکٹر مسز عثمانی ہیں - دونوں میاں بیوی کانپوز میں تھے- ڈاکٹر عثمانی کو ڈیپوٹیشن پر تین مہینے کے لیئے کسی عرب کنٹری بھیجا گیا کوئی ریلوے کا افسر صاحب شاید اُن سے خوش نہ تھے - ممگن ہے کے وہ تحفے وغیرہ نہ دے پائے ہوں - نتیجہ یہ ہوا کہ آم طور سے جب تین مہینے کے ڈیپوٹیشن پر کوئی جاتا ہے تو اُسکا ٹرانسفر نہیں کیا جاتا ہے - لیکن اُنکا ٹرانسفر مرادآباد کر دیا گیا - جب اُن کی وائف نے درخواست کی کہ میرا بھی ٹرانسفر کر دیا جائے تو اُنکا ٹرانسفر نہین کیا گیا - اسکے بعد اُنکو بیکانیر بھیج دیا گیا - اور کسی طرح سے چیئرمین صاحب جیسے کوئی بدلا جا رہا ہو ہزبینڈ کو بیکانیر مین رکھا گیا اور وائف ۸ میل دور کے فاصلے بھیجا گیا تاکہ وہاں روز آئے جائے - یہ کونسا انصاف ہے- اِس طرح سے کیا ریلوے کی سروسز سے کوئی اچھا کام لیا جا سکتا ہے – فارسی کا ایک معقول ہے -

مزدور دل خوش کند کاربیش

مجھے افسوس کے ساتھ کہنا پڑتا ہے کہ اسطرف توجہ نہیں دی گئی -

اس طرح نئی ریلوے لائین کے لیئے طرح طرح کے بہانے دیئے جاتے ہیں- مین یاد دلانا چاہتا ہوں کہ چلدوسی سے گجولا ریلوے لائین نکالنے کے لئے چس پر میری کانسٹیٹیوشن کا کافی حصہ پڑتا ہے- کسی زمانین میں سروے بھی ہوا تھا اسکے لئے بار بار توجہ دلائی گئی ، ریپریزینٹیشن کیا گیا لیکن اج تک وہاں کوئی قدم نہیں اُٹھایا گیا- اس طرف فوراً توجہ دی جانی چاہئے -

दूसरा निवेदन यह है कि यात्रा के सीजन के दिनों में, जैसे आज कल, रेलों की संख्या अधिक बढाई जानी चाहिये। मैं हर हफ्ते देहरादून जाता हूँ, तीसरे दर्जे के यात्रियों पर बहुत तरस आता है। किस तरह का व्यवहार उनके साथ किया जाता है, भेड़ बकरियों की तरह से सौ-सौ और डेढ़ सौ आदमी एक-एक डिब्बे में भर जाते हैं और उनकी सुख-सुविधाओं को देखने वाला कोई नहीं है। इसलिये सीजन के दिनों में प्रतिदिन जनता एक्सप्रेस गाड़ी अतिरिक्त चलाई जाय और हरिद्वार, ऋषिकेश, कोटद्वार और देहरादून से जो गाड़ियां चलती हैं, उनके डिब्बों की संख्या बढ़ाई जाय ताकि यात्रियों को सुविधा हो सके। मैं आपसे यह भी निवेदन करना चाहता हूं कि देहरादून से कालसी तक रेलवे लाइन बढ़ा दी जानी चाहिए। इसी प्रकार से ऋषीकेश से लक्ष्मण झूला तक रेलवे लाइन बढ़ा दी जानी चाहिये। देहरादून से कालसी तक रेल बिछाने के लिए कई वर्ष पहले सर्वे हो चुका था, वह लाइन चार पांच करोड़ में बन जाती। आपको मालूम होगा कि डाक पत्थर में यमुना प्रोजेक्ट पर अरबों रुपया व्यय हो चुका है। रेलवे लाइन न होने की वजह से बहुत सारा सामान ट्रकों के द्वारा भेजा जा रहा है। यदि रेलवे लाइन वहां पर बिछ गई होती तो बहुत कुछ रुपया अबतक वसूल हो गया होता। पता नहीं सरकार ने वहां पर अभी तक रेलवे लाइन क्यों नहीं बिछाई है। इसके अतिरिक्त वहां पर बहुत बड़ी तादाद में लाइम-स्टोन, चूने का पत्थर जिप्सम होता है जोकि सीमेन्ट के काम में आता है और जोकि बहुत बड़ी तादाद में दूसरे स्थानों को भेजा जाता है। अगर इस समय भी वहां पर रेलवे लाइन नहीं बिछाई गई तो सीमेन्ट फेक्टरी, जिसका प्रस्ताव प्रदेश सरकार और सीमेन्ट कार्पोरेशन ने किया है उसमें अधिक विलम्ब हो सकता है और बहुत बड़े बड़े बांध जिनके लिए सीमेन्ट की नितान्त आवश्यकता है उनके लिए भी कठिनाई का सामना करना पड़ेगा। इसलिए मेरा निवेदन है कि दोनों स्थानों पर रेलवे लाइन तुरन्त बिछाने की व्यवस्था की जाये।

मैं मन्त्री महोदय से एक निवेदन और करना चाहता हूं कि रेलवे की सर्विसेज में पर्वतीय क्षेत्र के लोगों को, चाहे वे उत्तर प्रदेश के हों, हिमाचल प्रदेश के हों या अन्य पहाड़ी स्थानों के हों, कोई स्थान नहीं दिया जाता है। एम्प्लायमेन्ट एक्सचेंजेज से उनके नाम भेजे नहीं जाते हैं और उनको कोई सूचना नहीं दी जाती है। यदि कोई सूचना दी भी जाती है तो वह उस समय दी जाती है जबकि वे स्थान भर जाते हैं। इसलिए मेरा निवेदन है कि पर्वतीय क्षेत्र के लोगों को रेलवे सेवा में स्थान मिलना चाहिए। इसी प्रकार से रेलवे यूजर्स कमेटीज में तथा अन्य कमेटियों में पर्वतीय क्षेत्र के लोगों को भी प्रतिनिधित्व मिलना चाहिए।

मैंने रेल मन्त्री महोदय को लिखकर जो एक निवेदन किया था उसको यहां पर पुनः दोहराना चाहता हूं कि देहरादून शहर में बुकिंग-आफिस होना चाहिए। इसके अतिरिक्त ऋषीकेश रेलवे स्टेशन पर शेड का अभाव है। जो शेड वहां पर है भी वह बहुत छोटा है। चूंकि आजकल उद्योग-धंधे बढ़ रहे हैं इसलिए वहां पर लोगों का माल बहुत अधिक आता है लेकिन वहां पर कोई शेड या छत न होने की वजह से बहुत सा माल बर्बाद हो जाता है। मेरा निवेदन है कि रेल विभाग इस बात की ओर तुरन्त ध्यान दे।

एक बात जो हम महसूस करते हैं वह यह कि रेलवे विभाग के कर्मचारी यात्रियों के साथ अच्छा व्यवहार नहीं करते हैं इसलिए यात्रियों के साथ उनका अच्छा व्यवहार होना चाहिए। इसी प्रकार रेल मन्त्री महोदय यदि संसद सदस्यों के पत्रों का उत्तर देने की परम्परा शुरू करें तो सम्भवतः उनके विभाग के अन्य कर्मचारी भी उसी प्रकार का आचरण करने लगेंगे। इन शब्दों के साथ मैं इन मांगों का समर्थन करता हूं।

श्री सतपाल कपूर (पटियाला): चेयरमैन महोदय, मैं वैसे तो इस डिमाण्ड की सपोर्ट में खड़ा हुआ हूं लेकिन सवाल यह पैदा होता है कि रेलवे विभाग का काम कभी सुधरेगा या नहीं। यहां पर कहा जाता है कि रेलें लेट

[श्री सतपाल कपूर]

चलती हैं, रेलवे में करप्शन है और रेलवे गुड्स का काम ठीक नहीं है--तो हमारे मिनिस्टर साहब इन खामियों को दूर करने के लिए क्या करना चाहते हैं ? रेलवे का काम कुछ ऐसा है कि रेलवे बोर्ड में या रेलवे मिनिस्ट्री में जो जाता है वह डिमारलाइज़ हो जाता है। मुझे महसूस होता है कि रेलवे मिनिस्ट्री में जाकर एडमिनिस्ट्रेटिव रिफार्म्स कमीशन के पुराने चेयरमैन ने अपनी डिफीट मान ली। आज जरूरत इस बात की थी कि रेलवेज जोकि इस देश का सब से बड़ा पब्लिक सेक्टर है उसके हर शोबे, हर सेक्शन में जो खराबियां हैं--गाड़ियां लेट चलती हैं, शिकायत करो तो कोई सुनने वाला नहीं है--इन तमाम बातों को दूर किया जाता। आज हमारे पंजाब और हरियाणा में लाखों मन गन्दुम खराब हो गया क्योंकि रेलवे वेगन्स सप्लाई नहीं कर सकी, लाखों आदमी इसलिए बेकार हो गए क्योंकि रेलवे कोयला नहीं दे सकी। तो इन बातों को हम रोकेंगे या नहीं--यह एक सबसे बड़ा सवाल आज हमारे सामने है। इस पार्लियामेंट को इस सवाल पर सोचना पड़ेगा। ग्रान्ट पास करना तो एक रुटीन बात है। अगर कोई आदमी कटमोशन देता भी है तो उसको रेजेक्ट ही होना है। इसलिए उसका कोई सवाल यहां पर नहीं है। मैं तो समझता हूं पार्लियामेन्ट को एक कमीशन बनाना चाहिए।

और वह कमीशन तीन महीने के अन्दर बैठ कर सोचे कि आज जो गड़बड़ हो रही है इसको किस तरह ठीक किया जा सकता है। आज रेलवे बोर्ड में ब्यूरोक्रेसी का राज्य है। मंत्री जी मेरे दोस्त हैं, जब भी मैंने कोई काम के लिये कहा है उसकी तरफ उन्होंने ध्यान दिया है। लेकिन आम जनता का जहां तक सवाल है उन का काम मंत्री महोदय नहीं कर पाते क्योंकि बोर्ड में ब्यूरोक्रेसी का राज्य है। रेलवे बोर्ड देश के लोगों की नुमाइन्दगी नहीं करता। कारण इसका यह है कि ब्यूरोक्रेसी के आगे मिनिस्टर साहिबान बिल्कुल बेकार हो जाते हैं। इसको आप कैसे बदलें ? मेरी राय में अगर ब्यूरोक्रेसी को चेन्ज करने के लिये रूल्स को भी बदलना पड़े तो उसमें किसी तरह की हिचकिचाहट नहीं होनी चाहिये। इस काम को करने के लिये अगर आपको सर्विस की गारन्टी का भी विदड्रा करना पड़े तो वह कर लेना चाहिये। जब तक आप सिस्टम को चेंज नहीं करते हैं तब तक रेलवे में सुधार नहीं होगा। सारी मशीनरी करप्ट है। हर लेविल करप्ट है। एटु जेड करप्ट है। फिर आप कैसे इमप्रूव कर सकते हैं ? इसको इमप्रूव करने का एक ही तरीका है और वह यह कि पार्लियामेंट एक कमेटी मुकर्रर करे जो सोच विचार करके सरकार को रिपोर्ट दे।

आप ने बोर्ड बनाया हुआ है, उसके रूल्स की तरफ देखिये। आज आप किसी की रेस्पांसिबिलिटी फिक्स नहीं करते हैं। पंजाब और हरियाणा के किसानों का करोड़ों रु० का नुकसान हो गया क्योंकि वेगन नहीं मिले। एक तरफ तो आप किसानों से कहते हैं कि ज्यादा गल्ला पैदा करो और दूसरी तरफ उनका गेहूं बारिश में सड़ जाता है क्योंकि उसको ले जाने के लिये वेगन्स नहीं देता है रेलवे डिपार्टमेंट। इस की जिम्मेदारी किसी पर फिक्स नहीं की जाती है। लाखों आदमी कोयला न देने की वजह से बेकार हो गये। उसकी आप रेस्पांसिबिलिटी फिक्स नहीं करते। आपको ऐसा सिस्टम निकालना पड़ेगा जिससे अधिकारियों की जिम्मेदारी फिक्स की जाये तभी रेलवे की वर्किंग में सुधार हो सकता है। अगर चालू सिस्टम को नहीं बदला जाता तो पार्लियामेंट के सदस्यों को पार्टी लेविल से ऊपर उठ कर सोचना पड़ेगा कि आखिर इसको कैसे सुधारा जाय। लाखों आदमी इसलिये बेकार कर दिये कि कोयला नहीं पहुंच सका।

आज रेलवे में कितना करप्शन है इसको मैं जानता हूं। जो रुपया दे उसको वेगन अलाट होता है, और जो रुपया न दे उसको वेगन नहीं अलाट होता है। हालत यह है कि मिनिस्टर जो आर्डर करता है उसका इमप्लीमेंटेशन नहीं होता।

मिनिस्टर की कोई बात नहीं सुनता। फिर मिनिस्टर क्या जवाब दे। तो बेबस मिनिस्टर को मैं क्या कहूं, यह सवाल मेरे सामने है। रेलवे की वर्किंग में सुधार करने के लिये पार्लियामेंट के तमाम मेम्बर्स को ध्यान देना चाहिये।

हम लोग हर बात ट्रेड यूनियन में लेते हैं। आप फिक्स कर दीजिये कि क्लास 1 गजेटेड अफसर की क्या जिम्मेदारी है। फिर आप स्पेशल स्केल अफसर रखते हैं जैसे डिप्टी जनरल मैनेजर, जनरल मैनेजर, सेक्शन मैनेजर इनकी क्या जिम्मेदारी है, और उनको आप कैसे पनिश करेंगे, इस बारे में भी आपको विचार करना चाहिये। जब तक आप जिम्मेदारी फिक्स नहीं करते तब तक रेलवे के काम में सुधार नहीं हो सकता है।

इस मुल्क के लोगों पर आप रहम कीजिये। वह लोग टैक्स देते हैं, किराया देते हैं, मेहनत करते हैं। लेकिन आप उनको बेकार करते हैं। किसान अनाज पैदा करता है लेकिन वह बेकार जाता है क्योंकि वैगन नहीं मिलते। इसलिये इस चैलेन्ज को कबूल करने का सवाल है कि आज आप इतनी हिम्मत रखते हैं कि नहीं। इसका फैसला माननीय हनुमन्तैयाजी को करना है। मुझे पता लगा है कि श्री हनुमन्तैया ने फाइल वर्क तकसीम कर दिया है। असल में उन्होंने अपनी मिनिस्ट्री में वर्क डिस्ट्रिब्यूट कर दिया है ऊपर से लेकर लोअर लेवेल तक। अगर आज कोयला नहीं है तो कहते हैं डायरेक्टर से बात करो, अगर केटरिंग ठीक नहीं है तो उससे बात करो, कोई दूसरी बात है तो दूसरे से बात करो। जिस तरह से हमारे आई सी एस और आई ए एस का सिस्टम चलता है उसी तरह से श्री हनुमन्तैया एडवान्स करते करते उसी सिस्टम के आदी हो गये और उन्होंने डिस्ट्रिब्यूशन आफ वर्क कर के अपना काम खत्म कर दिया। लेकिन इस तरह से देश खत्म हो जायेगा। इस देश के खत्म होने पर हनुमन्तैया के खत्म होने न होने का सवाल नहीं है, एक हनुमन्तैया आये या हजार हनुमन्तैया आयें लेकिन इस सिस्टम को बदलना होगा, यह सबसे बड़ा सवाल है। यहां पर मिनिस्टर साहब तो हैं नहीं, मैं आपकी मार्फत डिप्टी मिनिस्टर साहब से कहना चाहता हूं कि इस देश के लोगों ने कोई कसूर नहीं किया, उन्हें माफ कीजिये, नहीं तो लोग आप को माफ नहीं करेंगे।

SHRI K. BASAPPA (Chitradurga): Sir, while supporting the demands of the Railways, I would make some suggestions. The Government's policy of converting MG into BG is very slow and at present there are about 30,000 KM of MG. At the present rate, it will take several decades before they are converted into BG. Therefore, I would suggest the introduction of diesel engines on these lines so that the travelling public would be benefited. For example, taking the two routes Bangalore-Madras-Delhi and Bangalore-Guntakkal-Secunderabad-Delhi, the latter route is 200 KM less than the other one. It they run faster trains with diesel engines, it would meet the immediate needs of the travelling public.

Coming to railway administration, in Davangere in my constituency, there are four railway retiring rooms. When I went to reserve a retiring room recently, I came to know that in one retiring room, the office is working. The veranda is also occupied by the office. One retiring room is occupied by an employee permanently. So, only two retiring rooms are left. Is it for the purpose of running the office that retiring rooms are built? I would request the Minister to look into this immediately.

There are a few railway lines which have been demanded for a long time. A line from Hubli to Karwar is a long-standing demand. For the Dolamali iron ore project, Karwar is the nearest port. Therefore, this line should be constructed urgently to transport the iron ore.

Then, another long-standing demand is for the conversion of the MG line from Miraj to Bangalore into BG. If this is done, it will go a long way to help the travelling public and also to transport goods quickly.

Another line we want is the Chamarajnagar-Coimbatore line. Coimbatore is one of the important trade centres, particularly in textile fabrics. For the last three decades, the demand for this line is there. Now that the Railway Minister is coming from Mysore State, I hope that the demand for this railway line would be met and it would not be considered as out of the way.

[Shri K. Basappa]

Another line would be from Rayaldurg to Chitaldurg, which is a famine-stricken area. There are many important handloom products made in Molkarmorulu, Rayaldurg and Chitaldurg. So, if this line is constructed all the important trade centres would be connected. It will also provide a lot of employment. Though this demand has been made from 1940 onwards nothing has been done so far. I hope the Government of India will take it up at least now.

The Bhadravathi railway station was constructed when the iron works were started in 1916. Even today it is in the same condition as it was. Since it is an important industrial centre, the Railway Ministry should give that railway station a new and decent look.

The Poona-Bangalore line passes through many citie slike Tumkur, Tiptur, Birur, Chikkajajur, Kodaganur, Davangere and Harihar. In all these cities the railway line passes through the cities and for want of over-bridges and under-bridges the city-dwellers are put to a lot of inconvenience. Whenever any train passes that way the traffic on both sides of the railway line come to a standstill for half an hour and people are put to a lot of inconvenience. Therefore, the railways should seriously take up the question of providing over-bridges and under-bridges at least in the important cities.

Now there is no direct line from Bangalore to Talguppa. So, a direct line should be provided. From Berur to Talguppa only a third class train is run. Why are they not providing first class and second class? Do they think that there are no passengers to travel in first class there? Since there are important commercial towns, the railways should introduce first and second classes immediately in that train.

Now there is a proposal to run another Rajdhani express from Delhi to Secunderabad. Why not run it up to Guntakkal and then on to Bangalore, as that would go a long way to help us?

With these words, I support the Demands for Grants relating to the Ministry of Railways.

श्री नवल किशोर शर्मा (दौसा) : सभापति महोदय, रेलवे विभाग की मांगों के सिलसिले में मैंने कुछ कट मोशंज दी हैं और उन्हीं की ओर मैं मंत्री महोदय का ध्यान दिलाने के लिए खड़ा हुआ हूं । रेलवे विभाग हमारे देश में एक ऐसा विभाग है जो आदर्श एम्प्लायर भी हो सकता है और साथ ही जनता की सुख सुविधाओं की तरफ अगर ध्यान दे तो लोगों को बहुत राहत भी पहुंच सकती है । लेकिन देखने में आया है कि पिछले कुछ सालों से इस विभाग की हालत दिनों दिन खराब ही होती जा रही है और जितनी इसको सुधारने की बात कही जाती है, उतना ही बिगाड़ इसमें आता जा रहा है या यों कहिए कि ज्यों-ज्यों दवा की, त्यों-त्यों मर्ज बढ़ता गया । यही हिसाब रेलवे का हो रहा है ।

रेलवे विभाग के बारे में मैं इतना ही कहूंगा कि अभी भाई सतपाल कपूर कह रहे थे इसकी आटोक्रेसी के बारे में और मैं भी इसके दो एक उदाहरण ही आपको देना चाहूंगा । मेरे क्षेत्र में से एक गाड़ी चलती है 213 और 214 पेसैंजर ट्रेन । यही एक मात्र गाड़ी है जो तीसरे दर्जे के यात्रियों को दिल्ली लाती है । मेरे क्षेत्र के करीब हजार, बारह सौ या दो हजार मजदूर रोज दिल्ली आते हैं । वे इसी गाड़ी के जरिये आते है क्योंकि यही एक मात्र पेसैंजर गाड़ी है और कोई दूसरी गाड़ी नहीं है जो कि छोटे स्टेशनों पर ठहरती हो । इस वास्ते इस गाड़ी में बड़ी भीड़ रहती है । मैंने रेल मंत्रालय का ध्यान आकर्षित किया कि मेहरबानी करके इस गाड़ी पर चलने वाले पेसैंजर्स की सुख-सुविधा के लिए जिसमें ज्यादातर गरीब मजदूर और हरिजन भाई दिल्ली आते हैं और ये वे भाई हैं जिन्होंने दिल्ली को आलीशान बनाया है और बना रहे हैं, उनकी तरफ कुछ ध्यान दिया जाए और अगर आप कोई और गाड़ी उनके लिए नहीं चला सकते हैं तो इस गाड़ी में ही कुछ डिब्बे और बढ़ा दीजिये ।

जवाब मिला कि लोड एलाऊ नहीं करता है । हम ने कहा कि कोई हर्ज नहीं है; अगर आपका लोड एलाऊ नहीं करता है, तो इस गाड़ी में फर्स्ट क्लास के जो दो डिब्बे चलते हैं, उनमें से एक खाली जाता है, इसलिए एक डिब्बे को निकाल दीजिए, एक ही काफ़ी रहेगा । जवाब

मिला कि यह नहीं हो सकता है, उसमें नब्बे परसेन्ट आकुपेशन है ।

हमने कान्सल्टेटिव कमेटी की मीटिंग में कहा कि हम इस बात को चैलेंज करते हैं, ये बिल्कुल झूठे आंकड़े हैं, हमारे पास पूरा चार्ट है कि कौन सी तारीख को, कौन से स्टेशन से किस क्लास के कितने टिकट इस्यू हुए । इसका नतीजा यह हुआ कि उन्होंने फौरन एक फर्स्ट क्लास के डिब्बे को खत्म कर दिया । लेकिन उन्होंने गरीबों को सुविधा देने के लिए ऐसा नहीं किया । फिर उन्होंने अपनी अक्ल लगाई और उस गाड़ी में टू-टायर स्लीपर लगा दिया । मैंने यह मांग की थी कि चूंकि जयपुर के बाद के स्टेशनों से इस गाड़ी में रश होता है, खास तौर से बसी, दौसा और बांदीकुई के हज़ारों मजदूर रोज इस गाड़ी से आते हैं, इसलिए उनकी सुविधा के लिए डिब्बा बढ़ाइये । अगर थर्ड क्लास का डिब्बा बढ़ता, तो वे बेचारे गाड़ी में बैठ पाते । लेकिन वास्तव में रेलवे प्रशासन ने सुविधा दी उन लोगों के लिए, जो थोड़े वैल-टु-डू हैं ।

असल में इस एडमिनिस्ट्रेशन की क्या थिंकिंग है, यह तो भगवान ही जाने ।

श्री अटल बिहारी वाजपेयी (ग्वालियर) : मुझे शक है कि भगवान भी जानता है या नहीं ।

श्री नवल किशोर शर्मा : मैं माननीय सदस्य की बात से सहमत हूं ।

मैं कई और बातों की तरफ़ रेलवे मन्त्री का ध्यान दिलाना चाहता हूं ।

MR. CHAIRMAN: The hon. Member may continue his speech tomorrow. The House stands adjourned till 11 A.M. tomorrow.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, June 15, 1971/Jyaistha 25, 1893 (Saka).